

Appendix D

Agency Correspondence

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United States Department of the Interior
FISH AND WILDLIFE SERVICE

UTAH FIELD OFFICE
2369 WEST ORTON CIRCLE, SUITE 50
WEST VALLEY CITY, UTAH 84119

In Reply Refer To

FWS/R6
ES/UT
03-0746

May 19, 2003

ADMIN RECORD

PROJ # 11400 South
FILE # 16-A-01-57

Kim Cornelisse
URS Corporation
8181 E. Tufts Avenue
Denver, CO 80237

RE: Environmental Feasibility Study on 11400 So. Near the Jordan River

Dear Ms. Cornelisse:

Based on information provided in your letter of May 5, 2003, below is a list of endangered (E), threatened (T), and candidate (C) species that may occur in the area of influence of your proposed action.

<u>Common Name</u>	<u>Scientific Name</u>	<u>Status</u>
Slender Moonwort	<i>Botrychium lineare</i>	C
Ute Ladies'-tresses	<i>Spiranthes diluvialis</i>	T
June Sucker ⁸	<i>Chasmistes liorus</i>	E
Bald Eagle ^{1,3}	<i>Haliaeetus leucocephalus</i>	T
Western Yellow-billed Cuckoo	<i>Coccyzus americanus occidentalis</i>	C
Canada Lynx	<i>Lynx canadensis</i>	T

¹ Nests in this county of Utah.

³ Wintering populations (only four known nesting pairs in Utah).

⁸ Introduced, refugia population.

The proposed action should be reviewed and a determination made if the action will affect any listed species or their critical habitat. If it is determined by the Federal agency, with the written concurrence of the Service, that the action is not likely to adversely affect listed species or critical habitat, the consultation process is complete, and no further action is necessary.

Formal consultation (50 CFR 402.14) is required if the Federal agency determines that an action is "likely to adversely affect" a listed species or will result in jeopardy or adverse modification of critical habitat (50 CFR 402.02). Federal agencies should also confer with the Service on any action which is likely to jeopardize the continued existence of any proposed species or result in the destruction or adverse modification of proposed critical habitat (50 CFR 402.10). A written request for formal consultation or conference should be submitted to the Service with a completed biological assessment and any other relevant information (50 CFR 402.12).

Candidate species have no legal protection under the Endangered Species Act (ESA). Candidate species are those species for which we have on file sufficient information to support issuance of a proposed rule to list under the ESA. Identification of candidate species can assist environmental planning efforts by providing advance notice of potential listings, allowing resource managers to alleviate threats and, thereby, possibly remove the need to list species as endangered or threatened. Even if we subsequently list this candidate species, the early notice provided here could result in fewer restrictions on activities by prompting candidate conservation measures to alleviate threats to this species.

Only a Federal agency can enter into formal Endangered Species Act (ESA) section 7 consultation with the Service. A Federal agency may designate a non-Federal representative to conduct informal consultation or prepare a biological assessment by giving written notice to the Service of such a designation. The ultimate responsibility for compliance with ESA section 7, however, remains with the Federal agency.

Your attention is also directed to section 7(d) of the ESA, as amended, which underscores the requirement that the Federal agency or the applicant shall not make any irreversible or irretrievable commitment of resources during the consultation period which, in effect, would deny the formulation or implementation of reasonable and prudent alternatives regarding their actions on any endangered or threatened species.

Please note that the peregrine falcon which occurs in all counties of Utah was removed from the federal list of endangered and threatened species per Final Rule of August 25, 1999 (64 FR 46542). Protection is still provided for this species under authority of the Migratory Bird Treaty Act (16 U.S.C. 703-712) which makes it unlawful to take, kill, or possess migratory birds, their parts, nests, or eggs. When taking of migratory birds is determined by the applicant to be the only alternative, application for federal and state permits must be made through the appropriate authorities. For take of raptors, their nests, or eggs, Migratory Bird Permits must be obtained through the Service's Migratory Bird Permit Office in Denver at (303) 236-8171.

We recommend use of the *Utah Field Office Guidelines for Raptor Protection from Human and Land Use Disturbances* which were developed in part to provide consistent application of raptor protection measures statewide and provide full compliance with environmental laws regarding raptor protection. Raptor surveys and mitigation measures are provided in the Raptor Guidelines as recommendations to ensure that proposed projects will avoid adverse impacts to raptors, including the peregrine falcon.

The following is a list of species that may occur within the project area and are managed under Conservation Agreements/Strategies. Conservation Agreements are voluntary cooperative plans among resource agencies that identify threats to a species and implement conservation measures to proactively conserve and protect species in decline. Threats that warrant a species listing as a sensitive species by state and federal agencies and as threatened or endangered under the ESA should be significantly reduced or eliminated through implementation of the Conservation Agreement. Project plans should be designed to meet the goals and objectives of these Conservation Agreements.

Common Name

Bonneville Cutthroat Trout

Scientific Name

Oncorhynchus clarki utah

If we can be of further assistance or if you have any questions, please feel free to contact Marianne Crawford of our office at (801)975-3330 extension 134.

Sincerely,



Henry R. Maddux
Utah Field Supervisor

cc: UDOT: Environmental Division, Box 148450, Salt Lake City, Utah 84114-8450
Federal Highway Administration, 2520 West 4700 South, Suite 9A, Salt Lake City,
Utah 84118



Michael O. Leavitt
Governor

State of Utah
Department of Transportation

John R. Njord, P.E.
Executive Director

June 4, 2003

Mayor Darrell Smith
Draper City
12441 South 900 East
Draper, Utah 84020

Sent to all the attached

Re: Mayors Meeting - 11400 South Environmental Impact Statement Project

Dear Mayor Smith:

A short time ago we mailed you a letter informing you about the initiation of the 11400 South Environmental Impact Statement Project. The study area for this project includes 10600 South to 12600 South and 700 East to Bangerter Highway and involves Draper, Riverton, Sandy, and South Jordan cities. Recently we invited the mayors of these four cities to participate in a joint Mayors Meeting, as part of Phase 1 of the project. In addition, the local state representatives in this area and transportation commissioner have been invited to attend. Details for the meeting are as follows:

Date: Wednesday, July 2, 2003
Time: 12 noon to 3 p.m. (lunch will be served)
Location: URS Corporation – Project Consultant
756 East Winchester Street (6400 South)
Suite 400
Salt Lake City, UT 84107
801-904-4000 Phone

The meeting will begin with an introduction to the project followed by discussion of any issues or concerns of the cities and constituents within the study area. This will be a working session designed to ensure that all those in attendance understand the purpose and scope of the project and to obtain concurrence with the project process.

We are excited to work with the cities on this important project and appreciate your attending on July 2. If you have any questions or concerns in the meantime, please feel free to call me at 801-887-3435.

Sincerely,

Joe Kammerer, P.E.
Project Manager
UDOT Region 2

Utah!
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ADMIN RECORD

PROJ # 11400 S
FILE # ~~2-8-01-7~~ LKK
2-AP-01-6

Region Two

Joe Kammerer
11400 South Project Team – UDOT

Mary DeLoretto
11400 South Project Team

Evelyn Tuddenham
11400 South Project Team – UDOT

Rachel McQuillen
11400 South Project Team

Lisa Hamann
11400 South Project Team

Amalia Deslis
11400 South Project Team

Stephanie Miller
11400 South Project Team

Lori Barnes
11400 South Project Team

Darrell Smith
Mayor – Draper City

Tom Dolan
Mayor – Sandy City

W. Kent Money
Mayor – South Jordan City

Mont Evans
Mayor – Riverton City

David Hogue
State Representative

Gregory Hughes
State Representative

Merlynn Newbold
State Representative

Todd Kiser
State Representative

Jan Wells
Transportation Commissioner



State of Utah

DEPARTMENT OF NATURAL RESOURCES
DIVISION OF WILDLIFE RESOURCES

Michael O. Leavitt
Governor

Robert L. Morgan
Executive Director

Kevin Conway
Division Director

1594 West North Temple, Suite 2110
PO Box 146301
Salt Lake City, Utah 84114-6301
801-538-4700 telephone
801-538-4709 fax
801-538-7458 TTY
www.nr.utah.gov

June 6, 2003

Kim Cornelisse
Wildlife Biologist
URS Corporation
Denver Downtown Office
1225 17th Street, Suite 200
Denver, CO 80202

Dear Ms. Cornelisse:

I am writing in response to your request for information regarding species of special concern proximal to a proposed transportation project near the Jordan River in Salt Lake County, Utah.

The Utah Division of Wildlife Resources' (UDWR) database contains records of occurrence for common yellowthroat within the project area. In addition there are recent records of occurrence nearby the project area for blue grosbeak and burrowing owl. All of the aforementioned species are included on the *Utah Sensitive Species List*.

The information provided in this letter is based on data existing in the Utah Division of Wildlife Resources' central database at the time of the request. It should not be regarded as a final statement on the occurrence of any species on or near the designated site, nor should it be considered a substitute for on-the-ground biological surveys. Moreover, because the Utah Division of Wildlife Resources' central database is continually updated, and because data requests are evaluated for the specific type of proposed action, any given response is only appropriate for its respective request.

In addition to the information you requested, other significant wildlife values might also be present on the designated site. Please contact UDWR's regional habitat manager, Doug Sakaguchi at (801) 491-5654, if you have any questions. Please contact our office at (801) 538-4759 if you require further assistance.

Sincerely,

A handwritten signature in cursive script that reads "Anne C. Axel".

Anne Axel
Information Manager



RECORD OF CONVERSATION

DATE: 7/03/03 JOB NO. _____
RECORDED BY: Pat Rothacher OWNER/CLIENT: UDOT
TALKED WITH: Lyle Bennett OF: State Parks &
PHONE NO. 538-7354 Rec _____
NATURE OF
CALL: INCOMING (X) OUTGOING () MEETING ()

INFORMATION

ACTION

Requested information on 6(f) properties in 11400 South Study area.

MAIN SUBJECT OF CONVERSATION:

ITEMS DISCUSSED:

According to the Grants Coordinator for the State Division of Parks and Recreation, Lyle Bennett, there are three Section 6(f) properties in the project corridor:

- Crescent Park, 230 East 11000 South, Sandy
- Lone Peak Park, 10140 South 700 East, Sandy
- South Jordan City Park, 11000 South Redwood Road, South Jordan

In addition, four recreational properties were funded by State funds, and are afforded protection from being converted to non-recreational uses:

- Jordan River Parkway Trail, 9800 South to 10600 South, and 11800 South to Bangerter Hwy, South Jordan, Riverton, and Draper.
- Midas Creek Park, 11800 South 1000 West, South Jordan
- Riverpark Trail Head, 12300 South 1000 West, Draper
- River Front Park, 10600 South 1000 West, South Jordan

July 7, 2003

Ms. Martha Hayden
Paleontological Assistant
Utah Geological Survey
P.O. Box 146100
Salt Lake City, UT 84114-6100

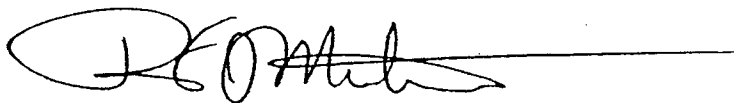
Subject: Request for Paleontological File Search for 11400 South EIS Project, Salt Lake County, Utah
UDOT Project No. SP-15-7(156)293 URS Project No. 24584393

Dear Ms. Hayden:

The Utah Department of Transportation has retained URS Corporation to assist them with environmental planning for the 11400 South EIS Project. The project is located on private and public lands in portions of Draper, South Jordan, Riverton, and Sandy, Utah. Since the project will involve consideration of construction of various roadway improvements that interconnect with an Interstate Highway, the Federal Highway Administration (FHWA) will likely be providing funding for the project. Since the FHWA is obligated to fulfill the requirements of the National Environmental Policy Act, as amended, URS has been tasked with the preparation of an Environmental Impact Statement.

UDOT has selected a large study area for this project, which is depicted on the enclosed map. It is located on portions of the Draper and Midvale 7.5' USGS topographic maps. The specific legal location of the study area is: T3S, R1E, Sections 17, 18, 19, 20, 29 and 30 and T3S, R1W, Sections 13-17, 20-24 and 25-29. We would appreciate it if you could conduct a file search for this location and provide recommendations on any further actions that may be required regarding paleontological resources. If you have any questions, or require additional information, please feel free to contact me by phone at (303) 796-4617 or e-mail at robert_mutaw@urscorp.com, or Betsy Skinner at (801) 975-4923.

Sincerely,



Robert J. Mutaw, Ph.D.
Cultural Resources Team Leader

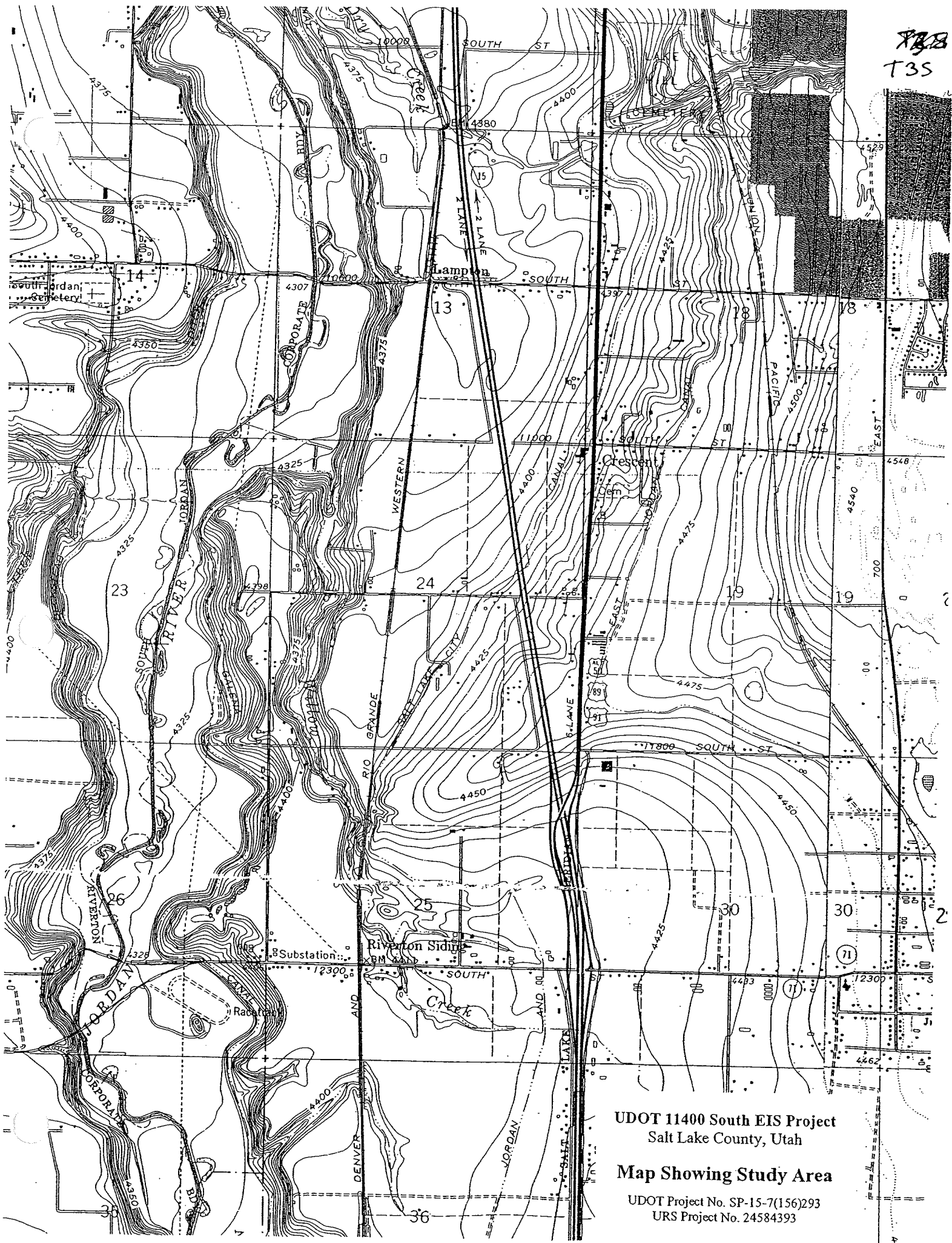
RJM:rjm

Enclosure

cc: Mary DeLoretto, URS Salt Lake City
Betsy Skinner, UDOT Region 2

URS Corporation
8181 E. Tufts Avenue
Denver, CO 80237
Tel: 303.694.2770 and 303.740.2600
Fax: 303.694.3946

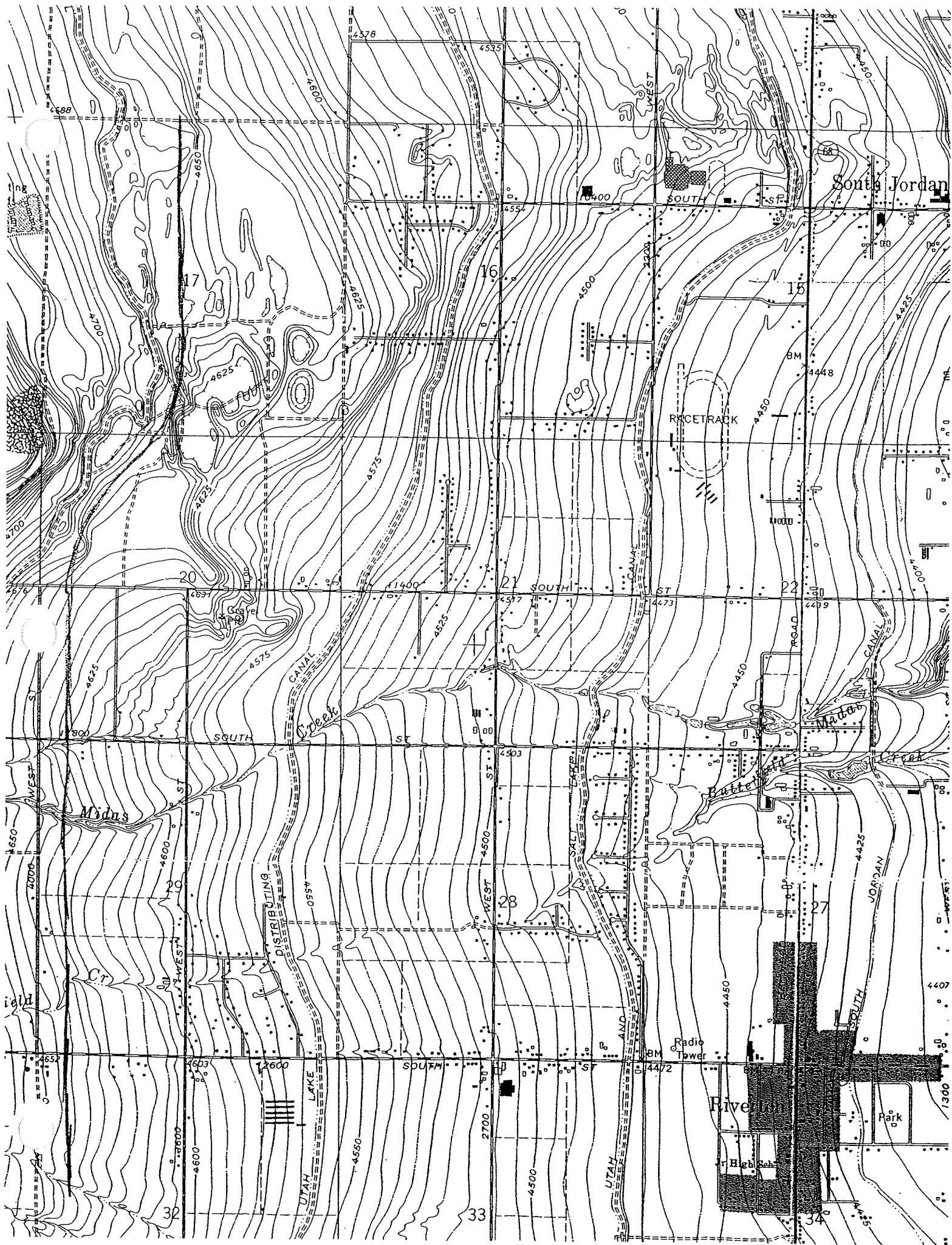
738
T35



UDOT 11400 South EIS Project
Salt Lake County, Utah

Map Showing Study Area

UDOT Project No. SP-15-7(156)293
URS Project No. 24584393





U.S. Department
Of Transportation
Federal Highway
Administration

FILE COPY

Utah Division
2520 West 4700 South, Ste. 9A
Salt Lake City, UT 84118-1847

July 15, 2003

File: SP-15-7(156)293

Amos Murphy, Chairman
Confederated Tribes of Goshute Reservation
P.O. Box 6104
Ibapah, UT 84034-6104

SUBJECT: UDOT Project No. SP-15-7(156)293
11400 South EIS Project, Salt Lake County, Utah
Request to be a Consulting Party

Dear Mr. Murphy:

The Federal Highway Administration (FHWA) and the Utah Department of Transportation (UDOT) are conducting a transportation needs study and preparing an Environmental Impact Statement (EIS) on the 11400 South corridor. The project is located on private and public lands in portions of the cities of Draper, South Jordan, Riverton, and Sandy. UDOT has selected a large study area for this project, which is depicted on the enclosed map. The boundaries of the study area are between 700 East on the east side and Bangor Highway on the west side and 10400/10600 South on the north side and 12300/12600 South on the south side. This study will evaluate the transportation demand for this part of the valley and present alternatives to meet that need through 2030. Project alternatives are not being considered at this point in the study.

FHWA will be the lead agency for this project. In accordance with the regulations published by the Advisory Council on Historic Preservation (ACHP), 36 CFR Part 800, the FHWA and the UDOT request that you review the information above and the enclosed map to determine if there are any historic properties of traditional religious and/or cultural importance that may be affected by the proposed undertaking. If you feel that there are any historic properties that may be impacted, we request your notification as such, and your participation as a consulting party during the development of the environmental document.

URS Corporation has been retained to assist with environmental planning for this project, including conducting the archaeological and historic structures inventory and assisting FHWA and UDOT in its Native American consultation and the identification of traditional cultural places. A search of site and project files at the Utah State Historic Preservation Office indicates that numerous projects have been previously undertaken in the general vicinity of the current project. As a result of these projects, approximately 800 historic structures and 4 archaeological sites have been documented. Site 42SL46 is a Desert Archaic open camp. Site 42SL218 is a historic trash scatter. Site 42SL219 is a Fremont open camp. Site 42SL220 is a prehistoric lithic scatter of unknown cultural affiliation. As part of this EIS project, a pedestrian inventory for

archaeological sites and an inventory of historical buildings along the project corridor will be conducted.

At your request, FHWA and UDOT staff will be available to meet with you to discuss any concerns you may have. Please be assured that we will maintain strict confidentiality about certain types of information regarding traditional religious and/or cultural historic properties that may be affected by this proposed undertaking. We would also appreciate any suggestions you may have about any other groups or individuals that we should contact regarding this project.

A response within 30 days would be appreciated should you have concerns about this project and/or wish to be a consulting party. A URS cultural resources staff member will be contacting you within the next two weeks to verify receipt of this information and to discuss the need for further consultation. Please feel free to contact me at 801-963-0078, extension 250, to answer any questions or provide any additional information.

Thank you for your attention to this project notification and any comments you may have.

Respectfully,

Sandra A. Garcia
Environmental Engineer

Enclosures (2)

cc: Betsy Skinner, UDOT, Region 2, w/enclosures
Cassandra Bullcreek, Acting Cultural Resource Manager, w/enclosures

SAGARCIA:dm

IDENTICAL COPIES OF THIS LETTER SENT TO THE FOLLOWING:

Tribal Contacts List For: **UDOT Project No. SP-15-7(156)293**
11400 South EIS Project, Salt Lake County, Utah

Original to:	CC to:
Leon Bear, Chairman Skull Valley Band of Goshute Indians 2480 South Main Street, Suite 110 Salt Lake City, UT 84115	Melvin Brewster, Tribal Historic Preservation Officer
Amos Murphy, Chairman Confederated Tribes of Goshute Reservation P.O. Box 6104 Ibapah, UT 84034-6104	Cassandra Bullcreek, Acting Cultural Resource Manager
Gwen Davis, Chairperson Northwestern Band of Shoshone Nation 801 East Forest Street Brigham City, UT 84302	Patty Madsen, Cultural Resources Director
Maxine Natchees, Chairwoman Uintah & Ouray Ute Indian Reservation P.O. Box 190 Fort Duchesne, Utah 84026	Betsy Chapoose, Director Cultural Rights and Protection
Blaine Edmo, Chairman Shoshone-Bannock Tribes Fort Hall Business Council P.O. Box 306 Fort Hall, ID 83202-0306	LaRae Buckskin, Acting Cultural Resource Director



Michael O. Leavitt
Governor

State of Utah
Department of Transportation

John R. Njord, P.E.
Executive Director

July 18, 2003 July 17, 2003

Mrs. Karen Bashore
Riverton Historical Society
1633 West 12100 South
Riverton, UT 84065

ADMIN RECORD

PROJ # 11400 South

FILE # 12-A-01-55

RE: UDOT Project No. SP-15-7(156)293: 11400 South EIS Project, Salt Lake County, Utah. Request to be a consulting party

Dear Mrs. Bashore:

The Federal Highway Administration (FHWA) and the Utah Department of Transportation (UDOT), in partnership with the cities of Draper, South Jordan, Riverton, and Sandy, are conducting a transportation needs study and preparing an Environmental Impact Statement (EIS) on the 11400 South corridor. The project is located on private and public lands in portions of these four cities. UDOT has selected a large study area for this project, which is depicted on the enclosed map. The boundaries of the study area are between 700 East on the east side and Bangerter Highway on the west side; and 10400/10600 South on the north side and 12300/12600 South on the south side. This study will evaluate the transportation demand for this part of the valley and present alternatives to meet that need through 2030. Project alternatives are not being considered at this point in the study.

FHWA will be the lead agency for purposes of the Section 106 process for this project. In accordance with Section 106 regulations published by the Advisory Council on Historic Preservation (ACHP), 36 CFR Part 800, FHWA and UDOT request that you review the information above and the enclosed map to determine if there are any historic properties of local importance to your group that may be affected by actions taken as part of the proposed undertaking. If you feel that there are any such historic properties that may be impacted, we request your notification as such. We are also in the process of consulting with the Utah State Historic Preservation Office, the Utah Heritage Foundation, other Certified Local Governments, and local government entities with regards to cultural resources within the project study area.

As part of the study process, we also request that you help the FHWA and UDOT identify opportunities to benefit the historic preservation goals of the communities within the study area. To that end, we request that you prepare a list of your organization's preservation goals and identify how we may assist you in reaching them (e.g., through funding, labor/professional services, or carrying out the project on your behalf). While it cannot be determined at this time which and how many such efforts we may be able to assist with, we are committed to a program of cooperation with communities in the study area that will reach multiple preservation goals.

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Region Two

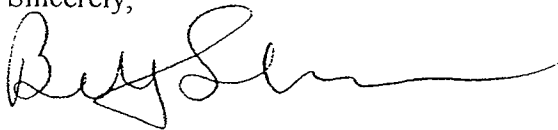
Karen Bashore, letter
July 18, 2003
Page 2

URS Corporation has been retained to assist with environmental planning for this project, including conducting the archaeological and historic structures inventory and assisting FHWA and UDOT in its Native American consultation and the identification of traditional cultural places. A search of site and project files at the Utah State Historic Preservation Office indicates that numerous projects have been previously undertaken in the general vicinity of the current project. As a result of these projects, approximately 800 historic structures and 4 archaeological sites have been documented. Site 42SL46 is a Desert Archaic open camp. Site 42SL218 is a historic trash scatter. Site 42SL219 is a Fremont open camp. Site 42SL220 is a prehistoric lithic scatter of unknown cultural affiliation. As part of this EIS project, pedestrian inventories for archaeological sites and inventories of historical buildings will be conducted in phases and at various scales, as alternatives are developed.

At your request, UDOT and URS staff members will be available to meet with you to discuss any concerns you may have about the project. Should you have concerns about this project and/or wish to contribute information regarding important cultural resources in your area, feel free to contact me by telephone at (801) 975-4923 or via mail at the above address. Robert Mutaw, URS Cultural Resources Team Leader, can be reached by telephone at 303.796.4617 and via mail at 8181 East Tufts Avenue, Denver, CO 80237

We look forward to working with you on this project to ensure that improvements in transportation facilities are undertaken in a manner sensitive to the historic preservation goals of your community. Thank you in advance for your participation.

Sincerely,

A handwritten signature in black ink, appearing to read "Betsy Skinner", with a long horizontal flourish extending to the right.

Betsy Skinner
Regional NEPA/NHPA Specialist

Enclosures (1)



Michael O. Leavitt
Governor

State of Utah
Department of Transportation

John R. Njord, P.E.
Executive Director

July 18, 2003

Mr. Joey Clegg
South Jordan History Committee
9876 S 1000 West
South Jordan, UT 84096

ADMIN RECORD

PROJ # 11400 South
FILE # 12-A-01-56

RE: UDOT Project No. SP-15-7(156)293: 11400 South EIS Project, Salt Lake County, Utah. Request to be a consulting party

Dear Mr. Clegg

The Federal Highway Administration (FHWA) and the Utah Department of Transportation (UDOT), in partnership with the cities of Draper, South Jordan, Riverton, and Sandy, are conducting a transportation needs study and preparing an Environmental Impact Statement (EIS) on the 11400 South corridor. The project is located on private and public lands in portions of these four cities. UDOT has selected a large study area for this project, which is depicted on the enclosed map. The boundaries of the study area are between 700 East on the east side and Bangerter Highway on the west side; and 10400/10600 South on the north side and 12300/12600 South on the south side. This study will evaluate the transportation demand for this part of the valley and present alternatives to meet that need through 2030. Project alternatives are not being considered at this point in the study.

FHWA will be the lead agency for purposes of the Section 106 process for this project. In accordance with Section 106 regulations published by the Advisory Council on Historic Preservation (ACHP), 36 CFR Part 800, FHWA and UDOT request that you review the information above and the enclosed map to determine if there are any historic properties of local importance to your group that may be affected by actions taken as part of the proposed undertaking. If you feel that there are any such historic properties that may be impacted, we request your notification as such. We are also in the process of consulting with the Utah State Historic Preservation Office, the Utah Heritage Foundation, other Certified Local Governments, and local government entities with regards to cultural resources within the project study area.

As part of the study process, we also request that you help the FHWA and UDOT identify opportunities to benefit the historic preservation goals of the communities within the study area. To that end, we request that you prepare a list of your organization's preservation goals and identify how we may assist you in reaching them (e.g., through funding, labor/professional services, or carrying out the project on your behalf). While it cannot be determined at this time which and how many such efforts we may be able to assist with, we are committed to a program of cooperation with communities in the study area that will reach multiple preservation goals.

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Region Two

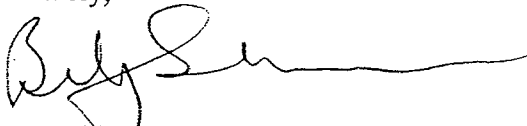
Joey Clegg, letter
July 18, 2003
Page 2

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At your request, UDOT and URS staff members will be available to meet with you to discuss any concerns you may have about the project. Should you have concerns about this project and/or wish to contribute information regarding important cultural resources in your area, feel free to contact me by telephone at (801) 975-4923 or via mail at the above address. Robert Mutaw, URS Cultural Resources Team Leader, can be reached by telephone at 303.796.4617 and via mail at 8181 East Tufts Avenue, Denver, CO 80237.

We look forward to working with you on this project to ensure that improvements in transportation facilities are undertaken in a manner sensitive to the historic preservation goals of your community. Thank you in advance for your participation.

Sincerely,

A handwritten signature in black ink, appearing to read 'Betsy Skinner', with a long horizontal flourish extending to the right.

Betsy Skinner
Regional NEPA/NHPA Specialist

Enclosures (1)



Michael O. Leavitt
Governor

State of Utah
Department of Transportation

John R. Njord, P.E.
Executive Director

July 18, 2003

Mr. Kirk Huffaker, Assistant Director
Utah Heritage Foundation
Memorial House in Memory Grove
P.O. Box 28
Salt Lake City, UT 84110

RE: UDOT Project No. SP-15-7(156)293: 11400 South EIS Project, Salt Lake County, Utah. Request to be a consulting party

Dear Mr. Huffaker:

The Federal Highway Administration (FHWA) and the Utah Department of Transportation (UDOT), in partnership with the cities of Draper, South Jordan, Riverton, and Sandy, are conducting a transportation needs study and preparing an Environmental Impact Statement (EIS) on the 11400 South corridor. The project is located on private and public lands in portions of these four cities. UDOT has selected a large study area for this project, which is depicted on the enclosed map. The boundaries of the study area are between 700 East on the east side and Bangerter Highway on the west side; and 10400/10600 South on the north side and 12300/12600 South on the south side. This study will evaluate the transportation demand for this part of the valley and present alternatives to meet that need through 2030. Project alternatives are not being considered at this point in the study.

FHWA will be the lead agency for purposes of the Section 106 process for this project. In accordance with Section 106 regulations published by the Advisory Council on Historic Preservation (ACHP), 36 CFR Part 800, FHWA and UDOT request that you review the information above and the enclosed map to determine if there are any historic properties of local importance to your group that may be affected by actions taken as part of the proposed undertaking. If you feel that there are any such historic properties that may be impacted, we request your notification as such. We are also in the process of consulting with the Utah State Historic Preservation Office, the Utah Heritage Foundation, other Certified Local Governments, and local government entities with regards to cultural resources within the project study area.

As part of the study process, we also request that you help the FHWA and UDOT identify opportunities to benefit the historic preservation goals of the communities within the study area. To that end, we request that you prepare a list of your organization's preservation goals and identify how we may assist you in reaching them (e.g., through funding, labor/professional

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2010 South 2760 West • Salt Lake City, Utah 84104-4592 • Telephone (801) 975-4900 • Fax (801) 975-4811 • www.utah.gov

Kirk Huffaker, letter
July 18, 2003
Page 2

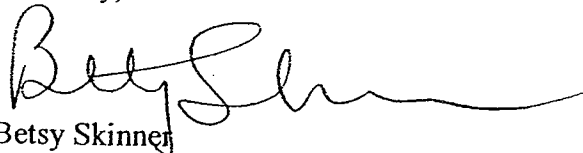
services, or carrying out the project on your behalf). While it cannot be determined at this time which and how many such efforts we may be able to assist with, we are committed to a program of cooperation with communities in the study area that will reach multiple preservation goals.

URS Corporation has been retained to assist with environmental planning for this project, including conducting the archaeological and historic structures inventory and assisting FHWA and UDOT in its Native American consultation and the identification of traditional cultural places. A search of site and project files at the Utah State Historic Preservation Office indicates that numerous projects have been previously undertaken in the general vicinity of the current project. As a result of these projects, approximately 800 historic structures and 4 archaeological sites have been documented. Site 42SL46 is a Desert Archaic open camp. Site 42SL218 is a historic trash scatter. Site 42SL219 is a Fremont open camp. Site 42SL220 is a prehistoric lithic scatter of unknown cultural affiliation. As part of this EIS project, pedestrian inventories for archaeological sites and inventories of historical buildings will be conducted in phases and at various scales, as alternatives are developed.

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Regional NEPA/NHPA Specialist

Enclosures (1)



Michael O. Leavitt
Governor

State of Utah
Department of Transportation

John R. Njord, P.E.
Executive Director

July 18, 2003

ADMIN RECORD

Mr. Brian McCuiston
Sandy Community Development Dept.
10000 Centennial Parkway
Sandy, UT 84070

PROJ # 11400 South
FILE # 12-A-01-52

RE: UDOT Project No. SP-15-7(156)293: 11400 South EIS Project, Salt Lake County, Utah. Request to be a consulting party

Dear Mr. McCuiston:

The Federal Highway Administration (FHWA) and the Utah Department of Transportation (UDOT), in partnership with the cities of Draper, South Jordan, Riverton, and Sandy, are conducting a transportation needs study and preparing an Environmental Impact Statement (EIS) on the 11400 South corridor. The project is located on private and public lands in portions of these four cities. UDOT has selected a large study area for this project, which is depicted on the enclosed map. The boundaries of the study area are between 700 East on the east side and Bangerter Highway on the west side; and 10400/10600 South on the north side and 12300/12600 South on the south side. This study will evaluate the transportation demand for this part of the valley and present alternatives to meet that need through 2030. Project alternatives are not being considered at this point in the study.

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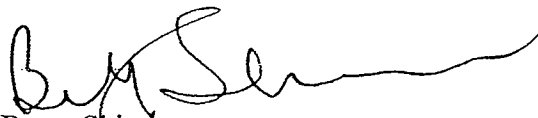
Brian McCuiston, letter
July 18, 2003
Page 2

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Regional NEPA/NHPA Specialist

Enclosures (1)



Michael O. Leavitt
Governor

State of Utah
Department of Transportation

John R. Njord, P.E.
Executive Director

July 18, 2003

Mr. Bill Moedl
Draper Historic Preservation Commission
12542 S 900 E
Draper, UT 84020

ADMIN RECORD

PROJ # 11400 South
FILE # 12-A-01-54

RE: UDOT Project No. SP-15-7(156)293: 11400 South EIS Project, Salt Lake County, Utah. Request to be a consulting party

Dear Mr. Moedl:

The Federal Highway Administration (FHWA) and the Utah Department of Transportation (UDOT), in partnership with the cities of Draper, South Jordan, Riverton, and Sandy, are conducting a transportation needs study and preparing an Environmental Impact Statement (EIS) on the 11400 South corridor. The project is located on private and public lands in portions of these four cities. UDOT has selected a large study area for this project, which is depicted on the enclosed map. The boundaries of the study area are between 700 East on the east side and Bangerter Highway on the west side; and 10400/10600 South on the north side and 12300/12600 South on the south side. This study will evaluate the transportation demand for this part of the valley and present alternatives to meet that need through 2030. Project alternatives are not being considered at this point in the study.

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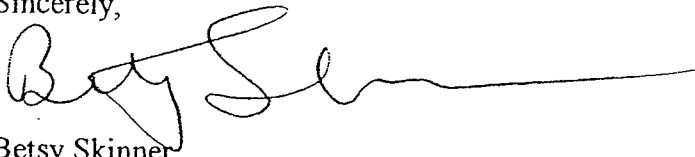
Bill Moedl, letter
July 18, 2003
Page 2

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We look forward to working with you on this project to ensure that improvements in transportation facilities are undertaken in a manner sensitive to the historic preservation goals of your community. Thank you in advance for your participation.

Sincerely,

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Betsy Skinner
Regional NEPA/NHPA Specialist

Enclosures (1)

C: Katie Shell, Riverton



State of Utah
DEPARTMENT OF NATURAL RESOURCES
UTAH GEOLOGICAL SURVEY

Michael O. Leavitt
Governor
Robert L. Morgan
Executive Director
Richard G. Allis, Ph.D.
State Geologist

1594 West North Temple, Suite 3110
PO Box 146100
Salt Lake City, Utah 84114-6100
801-537-3300
801-537-3400 (Fax)
www.nr.utah.gov

PostNet	Unit	# of pages
Fax Note R7673	11/15/04	1
To	Mary De Loretto	
Fax	801.904.4100	
From	Bob Mutaw	
Phone	303-796-4617	

July 18, 2003

Robert J. Mutaw
URS Corporation
8181 E. Tufts Avenue
Denver CO 80237

RE: UDOT Project No. SP-15-7(156)293: 11400 South EIS Project, Salt Lake County, Utah
U.C.A. 63-73-19 (Paleontological) Compliance; Request for Confirmation of Literature
Search according to the UDOT/UGS Memorandum of Understanding.

Dear Robert:

I have conducted a paleontological file search for the 14000 EIS Project in response to your letter of July 7, 2003. This project qualifies for treatment under the UDOT/UGS executed Memorandum of Understanding.

There are no paleontological localities recorded in this project area. Quaternary alluvial deposits (Qas, Qay) that are exposed in most of this project area have a low potential for yielding significant fossil localities. However, there may also be surficial deposits in this area of Lake Bonneville constructional lakeshore features (Qltg) that have potential for yielding significant vertebrate fossil localities. So please be aware of possible impacts to paleontological resources if these deposits are disturbed as a result of construction activities. Unless fossils are discovered as a result of construction activities, this project should have no impact on paleontological resources.

If you have any questions, please call me at (801) 537-3311.

Sincerely,

Martha Hayden
Paleontological Assistant

The SHOSHONE-BANNOCK TRIBES



P.O. BOX 306
FORT HALL, IDAHO 83203
PHONE (208) 478-3707
FAX# (208) 237-0797

CULTURAL RESOURCES
HERITAGE TRIBAL OFFICE (HETO)

July 29, 2003

Sandra Garcia
U. S. Department of Transportation
Federal Highway Administration, Utah Division
2520 West 4700 South, Ste. 9A
Salt Lake City, UT 84118-1847

ADMIN RECORD

PROJ # 11400 South

FILE # 12-A-01-71

Dear Ms. Garcia:

The Shoshone-Bannock Heritage Tribal Office (HeTO) appreciates the opportunity to provide technical comment to Project No. SP-15-(156)293 11400 South EIS Project.

We are requesting a copy of the cultural resources survey report for our records should upcoming transportation projects occur in the future. We will then appropriately comment on future projects that may have affects to cultural properties. We also look forward to receiving a copy of the EIS for comment.

The purpose of this letter is to provide technical input and *not* intended as formal government-to-government consultation. Should there be any questions or concerns, feel free to contact me at (208) 478-3707 or e-mail at lbuckskin@shoshoebannocktribes.com

Sincerely,

LaRae Buckskin
Interim Cultural Resources Coord.

lib

Cc: File/DOT Utah

August 5, 2003

Name

Title

Agency

Address

Sent to the attached mailing list

**Subject: Information Regarding the Utah Department of Transportation
11400 South Environmental Impact Statement Project**

Dear

This letter is to inform you that the Federal Highway Administration and the Utah Department of Transportation are preparing an Environmental Impact Statement (EIS) on the above-referenced project. A Notice of Intent was published in the July 28, 2003 Federal Register to inform agencies and the public of the beginning of the project. A copy of the notice is attached.

Project History

In 2000, an Environmental Assessment was completed for the 11400 South Interchange and Roadway Improvements, which resulted in a Finding of No Significant Impact (FONSI). This finding was challenged through legal proceedings, and UDOT and FHWA agreed that a more detailed study was needed. As a result, a comprehensive, in-depth EIS is being undertaken to look at the broader issues associated with transportation needs in the study area.

Project Study Area Limits

Bangerter Highway to 700 East and 10600 South to 12600 South, including portions of South Jordan, Riverton, Draper, and Sandy cities (see enclosed map).

Current Project

UDOT has initiated a two-phased EIS. *Phase I* of the project is now underway. Phase 1 includes a transportation study and environmental overview study. This phase includes a preliminary scoping process, possible cumulative environmental impacts identification, and regional traffic analysis. Preliminary alternatives screening will be used to consider how the identified needs might be met. Phase I will result in a Purpose and Need document. The Purpose and Need document will discuss transportation needs in the project area, identify any "fatal flaws" as far as environmental impacts, and identify any feasible alternatives that should be carried forward for further evaluation.

Phase II of the 11400 South EIS will only be conducted if the Purpose and Need developed in Phase I determines that there is cause to identify and evaluate transportation alternatives to solve a transportation problem. Phase II includes preparation of the EIS.

Public and Agency Involvement

A high level of public involvement will occur in Phase I of the project. Public and agency involvement will include small group meetings with city councils, community groups, and affected agencies; individual interviews with interested members of the public; telephone surveys; and forming a Transportation Ideas Exchange group that includes a cross section of stakeholders to provide input and comments. Comments will also be solicited on the project web site.

Schedule

- Public and Agency Input – Throughout Project
- Purpose and Need Document – Fall 2003

If Phase II is recommended:

- Development and Screening of Alternatives - Fall 2003
- Detailed Evaluation of Alternatives - Fall and Winter 2003
- Draft Environmental Impact Statement - Winter through Spring 2004
- Selection of Preferred Alternatives - Spring 2004
- Preparation of Final EIS - Summer through Fall 2004
- Filing the Record of Decision - November 2004

What's Next

Scoping meetings are scheduled for September 2003. Information concerning the dates of the meetings will be sent to you. A project web site will be in operation approximately September 5, 2003. We are hoping to begin a dialogue with your agency by sending this packet, and hope to continuously receive your input as the project progresses.

We invite you to send comments at this time, or at any time during the project. Additional information will be available on our project web site after September 5, 2003, at www.udot.utah.gov/11400south. Please call me, or UDOT's environmental consultant, URS, if you have any questions or would like to schedule an informational meeting. The contact information is listed below.

Sincerely,

Joe Kammerer
UDOT Project Manager

Enclosures

Project Contact Information:

Joe Kammerer, Project Manager
UDOT Region Two
2010 South 2760 West
Salt Lake City, UT 84104-4592
Phone: (801) 887-3435
Fax: (801) 887-8770
E-mail: jkammerer@utah.gov

Mary DeLoretto
URS Project Manager
756 East Winchester Street, Suite 400
Salt Lake City, UT 84107
Phone: (801) 904-4046
Fax: (801) 904-4100
E-mail: mary_deloretto@urscorp.com

11400
SOUTH

Environmental Impact Statement

AGENCY SCOPING MEETING

Meeting Information

Tuesday, September 23,
2003

1:00 to 3:00 p.m.

UDOT Region Two
Hurley Conference Room
2010 South 2760 West
Salt Lake City, Utah

Please allow time to stop at
the front desk (east entrance)
and pick up an ID badge.

An Agency Scoping Meeting will be held on Tuesday, September 23, 2003, to present information regarding the 11400 South EIS Project to public agency representatives, and to encourage interaction among agencies. The meeting will be in Open House format, with a short presentation at 1:15 p.m. Feel free to attend at any time between 1:00 and 3:00 p.m. Presentation boards containing information on the project Purpose and Need, Future Development and Screening of Alternatives, Preliminary Issues Identified, and Project Schedule will be available. Agencies will have the opportunity to discuss the 11400 South EIS Project with project team members. Participants will be encouraged to leave written comments for the project team.

For more information, please call Joe Kammerer, UDOT Project Manager, at (801) 887-3435, or Mary DeLoretto, URS Project Manager, at (801) 904-4046.

www.udot.utah.gov/11400South
Project Information & Comment Line: 801.904.4029



11400 South Environmental Impact Statement

Agency Comment Form

Welcome to the 11400 South EIS Project Agency Scoping Meeting. Please feel free to walk around and talk to any of the project team members. Your early input is critical to the success of this project! Please complete this form and leave it in the designated box, or return it by mail (address on back).

Name: _____ Agency: _____

Mailing Address (or attach business card): _____

E-mail Address: _____ Phone: _____

What are your agency's issues or concerns in the 11400 South EIS study area (700 East to Bangerter Highway and 12300/12600 South to 10400/10600 South)?

**11400 South EIS
Amended Interagency Scoping Mailing List**

Agency	Name	Address
Utah Geological Survey Utah Dept. of Natural Resources	Mr. Gary Christenson, Manager of Geologic Hazards Program	1594 West North Temple, #3110 Salt Lake City, UT 84116
Utah Heritage Foundation	Mr. Kirk Huffaker, Assistant Director	P.O. Box 28 Salt Lake City, UT 84110-0028
Solid and Hazardous Waste Utah Dept. of Environmental Quality	Mr. Dennis Downs, Director	288 North 1460 West Salt Lake City, UT 84116
U.S. Fish & Wildlife Service	Ms. Betsy Herrmann	2369 W. Orton Circle Suite 50 West Valley City, Utah 84119
Energy and Resource Planning Utah Dept. of Natural Resources	Mr. Tom Brill, Director of the Utah Energy Office	Box 146480 Salt Lake City, UT 84114-6480
Division of Forestry, Fire, and State Lands Utah Dept. of Natural Resources	Mr. Barry Tripp	Box 145703 Salt Lake City, UT 84114-5703
Natural Resources Policy and Planning Utah Dept. of Natural Resources	Mr. John A. Harja	1594 West North Temple Salt Lake City, UT 84114
Division of Water Quality Utah Dept. of Environmental Quality	Mr. Don Ostler, Director	288 North 1460 West Salt Lake City, UT 84116
Natural Resources Conservation Service U.S. Department of Agriculture	Mr. Ray Grow	1030 West 5370 South Murray, UT 84123
State Parks and Recreation Utah Dept. of Natural Resources	Mr. Terry Green, Lands Coordinator	1594 West North Temple, Ste. 116 Salt Lake City, UT 84114-6001
Utah Division of Water Rights Utah Dept. of Natural Resources	Mr. Chuck Williamson, Stream Alteration Specialist	1594 West North Temple, Suite 220 Salt Lake City, UT 84116
Utah Open Lands	Ms. Wendy Fisher, Director	2188 Highland Dr., Suite 203 Salt Lake City, UT 84106-2804
Utah Dept. of Natural Resources Division of Wildlife Resources, Central Region	Mr. Doug Sakaguchi, Habitat Manager	1115 North Main St Springville, UT 84663-1055
NEPA Program EPA Region 8 Office	Ms. Dana Allen	999-18th St. Suite 300 Denver, CO 80202-2466
NEPA Program EPA Region 8 Office	Ms. Deb LeBow	999-18th St. Suite 300 Denver, CO 80202-2466
Purchase Program EPA Region 8 Office	Ms. Rebecca Thomas	999-18th St. Suite 300 Denver, CO 80202-2466
Utah State Historic Preservation Office Division of State History	Ms. Barbara Murphy, Preservation Specialist	300 Rio Grande Salt Lake City, UT 84101-1182
Utah State Historic Preservation Office Division of State History	Mr. Jim Dykman, Archaeologist	300 Rio Grande Salt Lake City, UT 84101-1182
Utah Regulatory Office U.S. Army Corps of Engineers	Ms. Anna Langdon	533 West 2600 South, Suite 150 Bountiful, UT 84010
Division of Air Quality Utah Department of Environmental Quality	Mr. Rick Sprott, Director	P.O. Box 144820 Salt Lake City, UT 84114-4820
Div. of Env. Response and Remediation Utah Department of Environmental Quality	Ms. Liz Yeomans, Project Manager	168 North 1950 West Salt Lake City, UT 84116
State of Utah Dept. of Natural Resources Division of Parks and Recreation	Mr. John Knudson, Trails Program Coordinator	1594 West North Temple (P.O. Box 146001) Salt Lake City, UT 84114-6001
Salt Lake County Parks & Recreation	Mr. Don Davis, Trails Program Coordinator	2001 S. State St. S-4700 SLC, UT 84190-2600
South Jordan Canal Company	Mr. Larry Jacobson, President	11515 South 1300 West South Jordan, Utah
Wasatch Front Regional Council	Mr. Ned Hacker	295 N. Jimmy Doolittle Road SLC, UT 84116



Mary DeLoretto
08/21/2003 03:05 PM

To: Patricia Rothacher/SaltLakeCity/URSCorp@URSCORP, Andy
Herb/Denver/URSCorp@URSCORP
cc:
Subject: Re: 11400 So. EIS--Jordan River Parkway Crossing

FYI. I assume this is in response to the agency letters that went out last week.

Mary DeLoretto, P.E.
URS Corporation
801-904-4046 (direct)
801-904-4000 (main)

----- Forwarded by Mary DeLoretto/SaltLakeCity/URSCorp on 08/21/03 03:09 PM -----



"Terry Green"
<terrygreen@utah.gov>
>
08/21/03 02:18 PM

To: <mary_deloretto@urscorp.com>, "Gordon Topham"
<GORDONTOPHAM@utah.gov>, "Joe Kammerer"
<JKammerer@utah.gov>
cc: "Carolyn Wright" <CAROLYNWRIGHT@utah.gov>, "Mark Bedel"
<MBEDEL@utah.gov>
Subject: Re: 11400 So. EIS--Jordan River Parkway Crossing

We look forward to reviewing the project design. Our Jordan River Parkway concerns are as follows:

1. Adequate height above highwater level to allow equestrian and pedestrian uses along the parkway on both sides of the river.
2. Adequate span to allow river meander without significant constriction to maintain the natural flows and movement of wildlife and parkway hikers and equestrians. Audubon is concerned about too many bridges that alter the flow regime of the river and destroy habitat; however, 11400 is a needed crossing for east-west access.
3. Design should include a bicycle and walking path approaching and crossing the structure for east-west non-motorized traffic and transportation.
4. The project should be carefully coordinated with local trail developments; i.e., South Jordan to Draper and south--trails is currently being designed.
5. The Utah Division of Parks and Recreation has jurisdiction 150 feet from both banks of the river, and in the 1952 Flood plain. (Utah Code, Title 63-11-17.5 (3)). We will review the plans in coordination with State Lands and other parkway partners for parkway consistency and implementation requirements. This has been successful with other UDOT and county river crossings.
6. We encourage well designed trail head or staging areas immediate to the bridge for parkway user parking. Revegetation is important for terrestrial and avian wildlife in this area. An archeological survey is also very important. State Parks has just completed an evaluation at 13800 to 14600 South and found no significant artifacts--only an old railroad corridor. Significant sites were found a short distance to the south..

7. Visual aesthetics are important; e.g., landscaping, parking area, signage, grading and revegetation, along with trail/path alignments and grades.

8. The division supports this project. Over \$20 million has been invested in this river corridor in the past 35 years--federal LWCF, state and local funds--and private donations. The integrity of the parkway is a very important objective, and was identified during the planning process for the Governor's Olympic Legacy for Trails; i.e., Provo-Jordan River Parkway for purposes of transportation, fitness, communication between neighborhoods and commercial areas, outdoor recreation, protection of fishery and wildlife, and mitigating any future flood damage along the corridor.

We look forward to your planning process. Thank you for the opportunity of commenting on the project.

Tharold E. Green, Jr., AICP, Planning Manager and Research Analyst,
Utah Division of Parks and Recreation.



State of Utah

DEPARTMENT OF NATURAL RESOURCES
DIVISION OF FORESTRY, FIRE AND STATE LANDS

Michael O. Leavitt
Governor

Robert L. Morgan
Executive Director

A. Joel Frandsen
State Forester/Division Director

1594 West North Temple, Suite 3520

PO Box 145703

Salt Lake City, Utah 84114-5703

(801) 538-5555 telephone

(801) 533-4111 fax

www.nr.utah.gov

ADMIN RECORD

PROJ # 11400 South

FILE # 13-A-01-39

August 21, 2003

Joe Kammerer, Project Manager
UDOT Region Two
2010 South 2760 West
Salt Lake City, Utah 84104-4592

Re: 11400 South Highway Project

Dear Mr. Kammerer:

Thank you for providing our division with information regarding the above referenced project. At statehood, the State of Utah received ownership of the bed of all navigable lakes and rivers. The management responsibility of these sovereign lands, which includes the Jordan River, has been delegated to the Division of Forestry, Fire and State Lands. You will need to contact this office for the necessary easement application prior to construction.

Please direct all subsequent correspondence to me at the above address. If you need to speak with me directly, my telephone number is (801) 538-5453.

Sincerely,

H. Barry Tripp
Wasatch Front Area
Lands Administrator

FWS/R6
ES/UT
03-1119

September 2, 2003

Mr. Joe Kammerer
UDOT: Region Two
2010 South 2760 West
Salt Lake City, Utah 84104-4592

RE: NOI for Improvements in the 11400 South area, from 10400 South to 12600 South, and from 700 East to Bangerter Highway

Dear Mr. Kammerer,

We have received notice of your intent to prepare an environmental impact statement (EIS) on proposed transportation improvements in the subject project area. This EIS will provide a comprehensive, in-depth examination of the broader issues associated with transportation needs in the project area. In Section 1 of this letter we convey our concerns that should be addressed in the NEPA compliance document for this project. Section 2 of this letter addresses your Endangered Species Act (ESA) section 7 responsibilities.

Section 1.

The U.S. Fish and Wildlife Service continues to be particularly concerned with impacts from this project to fish and wildlife habitat of the Jordan River corridor and its associated wetlands. We recommend that these impacts be avoided, as these wetland and riparian areas are sensitive habitats which are relatively scarce, face high development pressure, and provide critical foraging and breeding areas for fish and wildlife. We hope that a full range of alternatives will be analyzed in this EIS.

Section 2.

Federal agencies have specific additional responsibilities under section 7 of the ESA. To help you fulfill these responsibilities, we are providing an updated list of threatened (T), endangered (E) and candidate (C) species that may occur within the area of influence of your proposed action.

<u>Common Name</u>	<u>Scientific Name</u>	<u>Status</u>
Ute Ladies'-tresses	<i>Spiranthes diluvialis</i>	T
Bald Eagle ^{1,2}	<i>Haliaeetus leucocephalus</i>	T
Western Yellow-billed Cuckoo	<i>Coccyzus americanus occidentalis</i>	C

¹ Nests in this county of Utah.

² Wintering populations (only four known nesting pairs in Utah).

The proposed action should be reviewed and a determination made if the action will affect any listed species or their critical habitat. If it is determined by the Federal agency, with the written

concurrence of the Service, that the action is not likely to adversely affect listed species or critical habitat, the consultation process is complete, and no further action is necessary.

Formal consultation (50 CFR 402.14) is required if the Federal agency determines that an action is "likely to adversely affect" a listed species or will result in jeopardy or adverse modification of critical habitat (50 CFR 402.02). Federal agencies should also confer with the Service on any action which is likely to jeopardize the continued existence of any proposed species or result in the destruction or adverse modification of proposed critical habitat (50 CFR 402.10). A written request for formal consultation or conference should be submitted to the Service with a completed biological assessment and any other relevant information (50 CFR 402.12).

Candidate species have no legal protection under the ESA. Candidate species are those species for which we have on file sufficient information to support issuance of a proposed rule to list under the ESA. Identification of candidate species can assist environmental planning efforts by providing advance notice of potential listings, allowing resource managers to alleviate threats and, thereby, possibly remove the need to list species as endangered or threatened. Even if we subsequently list this candidate species, the early notice provided here could result in fewer restrictions on activities by prompting candidate conservation measures to alleviate threats to this species.

Only a Federal agency can enter into formal ESA section 7 consultation with the Service. A Federal agency may designate a non-Federal representative to conduct informal consultation or prepare a biological assessment by giving written notice to the Service of such a designation. The ultimate responsibility for compliance with ESA section 7, however, remains with the Federal agency.

Your attention is also directed to section 7(d) of the ESA, as amended, which underscores the requirement that the Federal agency or the applicant shall not make any irreversible or irretrievable commitment of resources during the consultation period which, in effect, would deny the formulation or implementation of reasonable and prudent alternatives regarding their actions on any endangered or threatened species.

Please note that the peregrine falcon which occurs in all counties of Utah was removed from the federal list of endangered and threatened species per Final Rule of August 25, 1999 (64 FR 46542). Protection is still provided for this species under authority of the Migratory Bird Treaty Act (16 U.S.C. 703-712) which makes it unlawful to take, kill, or possess migratory birds, their parts, nests, or eggs. When taking of migratory birds is determined by the applicant to be the only alternative, application for federal and state permits must be made through the appropriate authorities. For take of raptors, their nests, or eggs, Migratory Bird Permits must be obtained through the Service's Migratory Bird Permit Office in Denver at (303) 236-8171.

We recommend use of the *Utah Field Office Guidelines for Raptor Protection from Human and Land Use Disturbances* (Romin and Muck, January 2002) which were developed in part to provide consistent application of raptor protection measures statewide and provide full compliance with environmental laws regarding raptor protection. Raptor surveys and mitigation

measures are provided in the Raptor Guidelines as recommendations to ensure that proposed projects will avoid adverse impacts to raptors, including the peregrine falcon.

We appreciate the opportunity to be involved in this process. If you have any questions or need anything further please contact Betsy Herrmann, Ecologist, at (801)975-3330 ext.139.



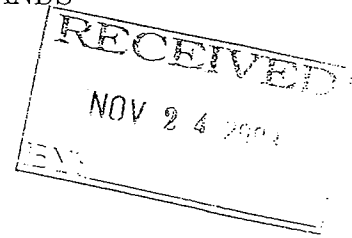
State of Utah
DEPARTMENT OF NATURAL RESOURCES
DIVISION OF FORESTRY, FIRE AND STATE LANDS

Michael O. Leavitt
Governor

Robert L. Morgan
Executive Director

A. Joel Frandsen
State Forester/Division Director

1594 West North Temple, Suite 3520
PO Box 145703
Salt Lake City, Utah 84114-5703
(801) 538-5555 telephone
(801) 533-4111 fax
www.nr.utah.gov



November 21, 2003

11400 South EIS
c/o URS Corporation
756 East Winchester Street
Suite 400
Salt Lake City, Utah 84107

Re: 11400 South Project

To Whom It May Concern:

Thank you for inviting us to attend yesterday's open house regarding the 11400 South project. It was very informative. The Jordan River is state sovereign land and is managed for the public by the State of Utah through this division. Therefore, if an alternative is selected requiring a river crossing, it will be necessary for the Utah Department of Transportation to submit an easement application to this division.

Should you have questions regarding the easement process, please call me at my direct number which is (801) 538-5453.

Sincerely,

H. Barry Tripp
Wasatch Front Area
Lands Administrator



State of Utah

DEPARTMENT OF TRANSPORTATION

JOHN R. NJORD, P.E.
Executive Director

CARLOS M. BRACERAS, P.E.
Deputy Director

OLENE S. WALKER
Governor

JAYLE McKEACHNIE
Lieutenant Governor

December 3, 2003

Mr. Henry Maddux
Field Supervisor
U.S. Fish and Wildlife Service
Salt Lake City Field Office
2369 West Orton Circle
West Valley City, Utah 84119

RE: *SP-150-7(156)293 - 11400 South Environmental Impact Statement, Salt Lake County,
Utah (CID 78038 01D)

Dear Mr. Henry:

UDOT, with the cooperation of South Jordan City, Sandy City, Riverton City, and Draper City, is preparing an Environmental Impact Statement (EIS) to determine the best alternative for extending 11400 South Street from I-15 to Bangerter Highway, in Salt Lake County (see enclosed location map).

URS Engineers has been contracted to prepare the EIS and in preparation of this document, they have made an analysis of Threatened and Endangered Species. Their analysis is given below:

Introduction

Currently, the project is in the preliminary alternatives stage, with a total of 10 preliminary alternatives plus the No Action alternative being studied. For this reason, we (URS) have conducted our analysis on the entire 11400 South study area (defined below).

On May 5, 2003, URS sent a letter to your office requesting a list of threatened and endangered species and any other relevant biological information regarding the project (Attachment A). We received a letter of response on May 19, 2003 containing threatened, endangered, candidate, and proposed species that may occur in the project area (Attachment B). Of the species included in your list, we concluded that bald eagles are the only species likely to occur in the project area, but will not be impacted by the proposed project activities as no roosts or nests occur in the project vicinity. We are requesting your concurrence on this finding. Below is a brief description of the habitats identified in the project area.

Project Area

The project area includes portions of the cities of South Jordan, Sandy, Riverton, and Draper. The study area is bounded by 10600 South to the north, 12600 South to the south, 700 East to the east, and Bangerter Highway to the west. The majority of the natural environment in the study area has been previously altered by commercial, residential, or agricultural development.

A preliminary site visit was conducted by URS on May 19, 20, and 21, 2003 to identify and map habitats occurring within the study area. Three main habitat types occur within the study area: disturbed/agricultural, riparian/urban forest, and wetlands. Each of these habitats are discussed briefly below:

Disturbed and Agricultural Areas

Wildlife habitat within the majority of the study area is restricted due to residential and commercial developments. These developments have fragmented habitat and reduced or eliminated movement between areas for many wildlife species. The disturbed and agricultural habitat encompasses most of the study area and includes farm and ranch land; residential, commercial, and industrial development; roads; landscaped areas; and other areas altered by humans. Although many fragmented patches of undeveloped areas occur throughout this habitat that still support wildlife species more tolerant of human disturbance, at the time of the site visit, many of these areas were proposed for future commercial or residential developments.

Agricultural lands within the study area often provide tree groves and relatively open spaces for wildlife habitation. Tree groves provide suitable nesting habitat for birds and raptors and irrigation ditches or canals are often found in association with shrub stands which may provide cover and shelter for wildlife in areas relatively undisturbed by human activity.

A large patch of grassland habitat occurs in the northwest corner of the study area at Bangerter Highway and 10400 South. While areas around this habitat are currently being developed with residential subdivisions, tall tree groves and tall vegetation still provide suitable habitat for wildlife.

Riparian/Urban Woodland

Riparian habitats and other areas of urban woodland occur along Midas Creek, Willow Creek, and the Jordan River, and in other isolated pockets within the study area. This habitat type provides the most vegetative diversity and general wildlife habitat in the study area and generally consists of grasses, weedy forbs and weedy trees. The common riparian/urban woodland vegetation species are Fremont's cottonwood (*Populus fremontii*), box-elder (*Negundo aceroides*), Russian olive (*Elaeagnus angustifolia*), Siberian elm (*Ulmus pumila*), crack willow (*Salix fragilis*), white poplar (*Populus alba*), saltcedar (*Tamarix ramosissima*), and sandbar willow (*Salix exigua*). In addition, numerous forbs and grasses occur in the project area.

Midas Creek flows east through the study area and is a tributary of the Jordan River. At the time of the site visit, the majority of Midas Creek was heavily disturbed with non-native vegetation

and crossed by roads in multiple locations. Willow Creek is a tributary of the Jordan River with the confluence occurring in the northern portion of the study area.

The Jordan River is located near the center of the study area. The Jordan River corridor is a mosaic of riparian grassland, shrubland and woodland, and contains the highest diversity of wildlife in the study area. The floodplain contains large stands of saltcedar and Russian olive, with interspersed wetlands. As part of a floodplain restoration effort, many of the largest stands of Russian olive near 10600 South have been recently cleared and planted with native trees and shrubs. Although most of the habitat along the Jordan River in the study area has been substantially altered by human activity, it still provides an important movement corridor for wildlife. Recreational trails, as well as fishing ponds and picnic areas are located along the Jordan River in the study area.

Two habitat enhancement projects occur within the study area at the Jordan River. The South Jordan Riverway Wildlife Enhancement project is a 111-acre, 11.5-mile long area south of 10600 South at the Jordan River crossing. The Audubon/Tree Utah Migratory Bird habitat Restoration project is a 73-acre, 11.5-mile long project north of 10600 at the Jordan River crossing. These projects were designed to restore habitats and protect existing wildlife resources in the area.

Wetlands

Numerous natural and irrigation-related wetlands were identified within the study area. Most of the natural wetlands within the study area are associated with the Jordan River, Midas Creek, Butterfield Creek, Willow Creek and one hillside seep and receive their water from natural flows in these creeks and from natural groundwater discharge. Most of these wetlands are classified as palustrine emergent with pockets of palustrine scrub/shrub (Cowardin et al. 1979).

The irrigation-related wetlands include those associated with irrigation canals/ditches, and irrigation over/return flows. Most of these wetlands are very narrow and are classified as palustrine emergent with some very small pockets of palustrine scrub/shrub. The majority of the irrigation-related wetlands are confined to the banks of the canals and ditches.

Federally Listed Species

The following table contains the list of threatened, endangered, candidate, and sensitive species potentially occurring in the study area obtained from the letter dated May 19, 2003, received from your office.

Table 1 List of Federally Listed Species for the 11400 South Project Area

Common Name	Scientific Name	Status	Habitat	Occurrence
Canada lynx	<i>Lynx canadensis</i>	Threatened	Inhabits contiguous areas of spruce/fir forests	No suitable habitat in study area.
Bald eagle	<i>Haliaeetus leucocapitalis</i>	Threatened	Occurs near coasts, lakes, rivers, and reservoirs	Wintering populations occur along Jordan River; nests occur in Salt Lake County
Western yellow-billed cuckoo	<i>Coccyzus americanus occidentalis</i>	Candidate	Nests in large areas of lowland, riparian cottonwood-willow habitats, and urban areas with tall trees	No suitable habitat in study area; not known to nest or inhabit study area.
June sucker	<i>Chasmistes liorus</i>	Endangered	Occurs only in Utah Lake and spawn in the Provo River, Utah.	Does not occur in study area.
Bonneville cutthroat trout	<i>Oncorhynchus clarki utah</i>	Sensitive	Inhabit mountain streams and lakes in the Bonneville Basin of Utah	No populations in Jordan River or other water in study area.
Slender moonwort	<i>Botrychium lineare</i>	Candidate	Meadows with tall grass and forbs, and in forest openings dominated by a variety of spruce, pine or fir species.	No suitable habitat in study area.
Ute ladies' tresses	<i>Spiranthes diluvialis</i>	Threatened	Moist to very wet meadows, along streams, in abandoned stream meanders, and near springs, seeps, and lake shores.	Some suitable habitat, but the project area has been extensively surveyed and no populations have been found (per conversation with Lucy Jordan on November 5, 2003)

Of the special status species listed in Table 1, bald eagle is the only protected species may occur in the study area. Bald eagles are known to winter in the region and are occasionally observed foraging or migrating through the project area, however, no bald eagle roosts or nests have been observed or recorded in the study area (Sakaguchi 2003). As of 1997, four bald eagle nests are known to exist in Utah. While one nest occurs in Salt Lake County, it is not in the vicinity of the study area.

It is assumed that no mitigation will be required for bald eagles as wintering populations do not roost in the study area and therefore will not be affected by proposed project.

Migratory Birds

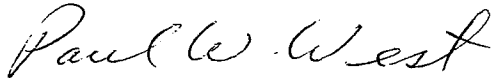
Disturbance or take of raptors or other birds and their nests would be avoided to comply with the Migratory Bird Treaty Act. UDOT would coordinate with US FWS if take of any active bird nest may occur during construction activities. The feasibility report recommends that construction activities should avoid the general bird-breeding season (generally March 15 through August 15).

In addition, seasonal buffers should be implemented around any raptor nests (whether occupied or unoccupied) when raptors are courting or nesting (Romin and Muck 2002). If a nest is determined to be unoccupied after sufficient observation within the breeding season (generally after May 30), construction activities would be allowed within the nest vicinity. Short-term activity would only be conducted within the seasonal buffer after coordination with appropriate US FWS or UDWR biologists.

Based on the above analysis by URS, it is my opinion that any alternative of this project should have "no affect" to Threatened, Endangered, or Candidate species. With the mitigation measures, outlined, we also feel this project should not affect migratory birds.

We request your concurrence with these findings. If you have any questions, please call me at 965-4672. We appreciate your assistance in this matter.

Sincerely,

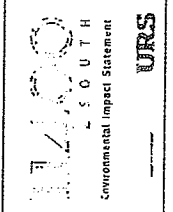
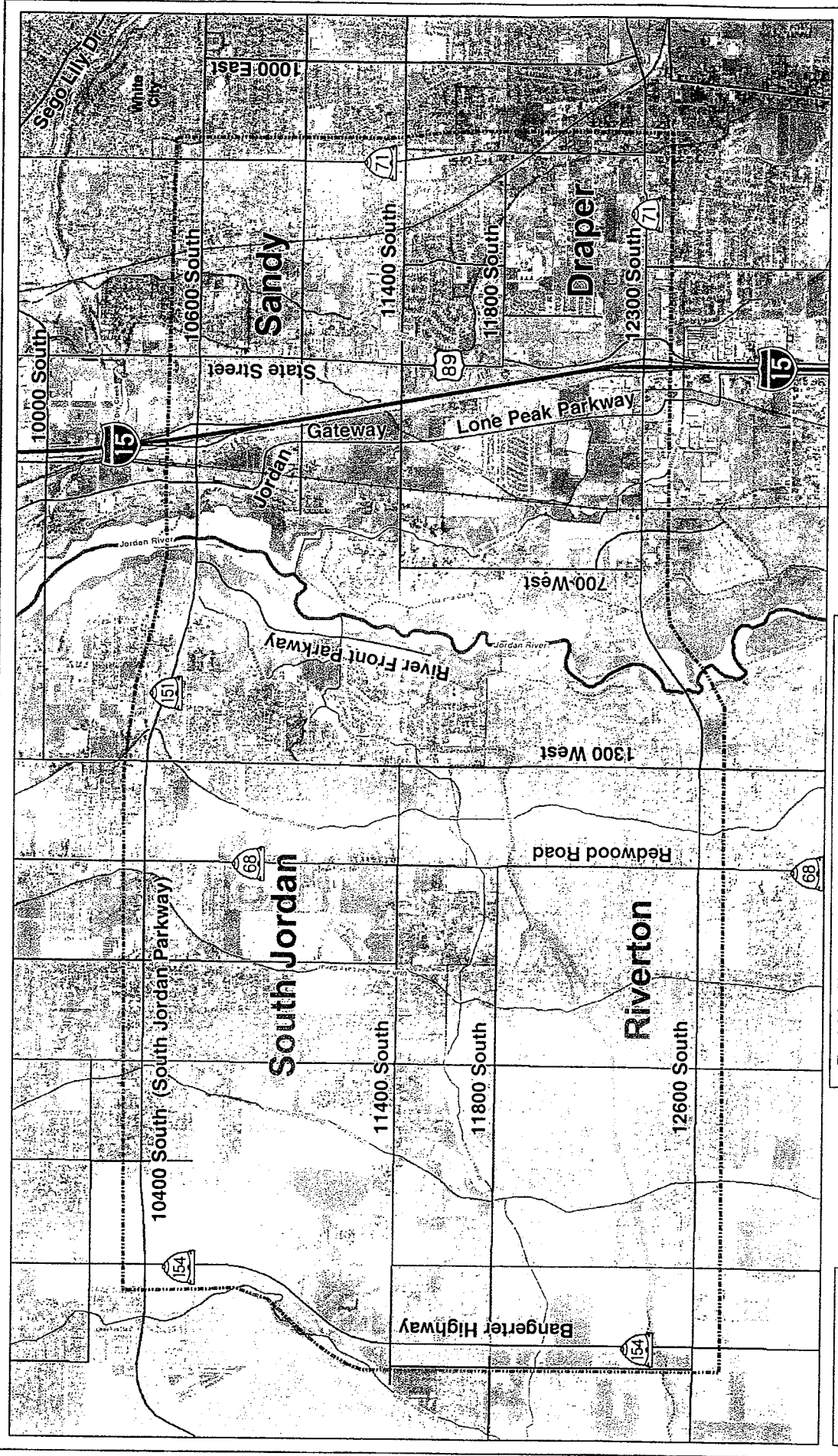
A handwritten signature in cursive script that reads "Paul W. West".

Paul West, UDOT Environmental Services
Wildlife Program Manager

Encls:

cc: Reed Soper - UDOT Environmental Services
Sandra Garcia - FHWA
Rob Wight - UDOT, Region 1
Kim Cornelisse - URS Corp.
Doug Sakaguchi - UDWR, Central Region, Springville

LOCATION MAP



Floodplains (FEMA, 2001)

- Areas of 100-year flood; base flood elevations and flood hazard factors not determined.
- Areas between limits of the 100-year flood and 500-year flood; or certain areas of flood hazard with average depths less than one foot or where the contributing drainage area is less than one square mile.

Continuous Flow
Seasonal/Interrupted Flow
11400 South Study Area Boundary



Figure 2.10.1.
Surface Water Resources / Floodplains

ATTACHMENT A



May 5, 2003

Henry Maddux, Field Supervisor
U.S. Fish and Wildlife Service
Salt Lake City Field Office
2369 West Orton Circle
West Valley City, Utah 84119

This letter is a request for a threatened and endangered species list and any additional information for an environmental Feasibility Study on 11400 South near the Jordan River in Salt Lake County, Utah. An Environmental Assessment was previously prepared in 2000 for this project with Finding of No Significant Impact (FONSI). Based on local opposition to the FONSI, a Feasibility Study is being prepared to analyze traffic needs in the area, evaluate environmental issues, and to determine if an Environmental Impact Statement is necessary for the project.

URS is preparing the Feasibility Study on behalf of the Utah Department of Transportation. The study area extends from 10600 South to 12600 South, and from 700 East to Bangerter Highway. A map of the proposed project area is included.

Please contact me if you have any questions concerning the proposed project by phone at (303) 740-3880 or email me at kim_cornelisse@urscorp.com. Thank you for your time.

Sincerely,

URS Corp., Denver

A handwritten signature in black ink, appearing to read 'Kim Cornelisse', is written over the printed name.

Kim Cornelisse
Wildlife Biologist

Cc: Mary DeLoretto, URS Corp., Salt Lake City
Project file

ATTACHMENT B



United States Department of the Interior

FISH AND WILDLIFE SERVICE

UTAH FIELD OFFICE
2369 WEST ORTON CIRCLE, SUITE 50
WEST VALLEY CITY, UTAH 84119

In Reply Refer To

FWS/R6
ES/UT
03-0746

May 19, 2003

Kim Cornelisse
URS Corporation
8181 E. Tufts Avenue
Denver, CO 80237

RE: Environmental Feasibility Study on 11400 So. Near the Jordan River

Dear Ms. Cornelisse:

Based on information provided in your letter of May 5, 2003, below is a list of endangered (E), threatened (T), and candidate (C) species that may occur in the area of influence of your proposed action.

<u>Common Name</u>	<u>Scientific Name</u>	<u>Status</u>
Slender Moonwort	<i>Botrychium lineare</i>	C
Ute Ladies'-tresses	<i>Spiranthes diluvialis</i>	T
June Sucker ⁸	<i>Chasmistes liorus</i>	E
Bald Eagle ^{1,3}	<i>Haliaeetus leucocephalus</i>	T
Western Yellow-billed Cuckoo	<i>Coccyzus americanus occidentalis</i>	C
Canada Lynx	<i>Lynx canadensis</i>	T

¹ Nests in this county of Utah.

³ Wintering populations (only four known nesting pairs in Utah).

⁸ Introduced, refugia population.

The proposed action should be reviewed and a determination made if the action will affect any listed species or their critical habitat. If it is determined by the Federal agency, with the written concurrence of the Service, that the action is not likely to adversely affect listed species or critical habitat, the consultation process is complete, and no further action is necessary.

Formal consultation (50 CFR 402.14) is required if the Federal agency determines that an action is "likely to adversely affect" a listed species or will result in jeopardy or adverse modification of critical habitat (50 CFR 402.02). Federal agencies should also confer with the Service on any action which is likely to jeopardize the continued existence of any proposed species or result in the destruction or adverse modification of proposed critical habitat (50 CFR 402.10). A written request for formal consultation or conference should be submitted to the Service with a completed biological assessment and any other relevant information (50 CFR 402.12).

Candidate species have no legal protection under the Endangered Species Act (ESA). Candidate species are those species for which we have on file sufficient information to support issuance of a proposed rule to list under the ESA. Identification of candidate species can assist environmental planning efforts by providing advance notice of potential listings, allowing resource managers to alleviate threats and, thereby, possibly remove the need to list species as endangered or threatened. Even if we subsequently list this candidate species, the early notice provided here could result in fewer restrictions on activities by prompting candidate conservation measures to alleviate threats to this species.

Only a Federal agency can enter into formal Endangered Species Act (ESA) section 7 consultation with the Service. A Federal agency may designate a non-Federal representative to conduct informal consultation or prepare a biological assessment by giving written notice to the Service of such a designation. The ultimate responsibility for compliance with ESA section 7, however, remains with the Federal agency.

Your attention is also directed to section 7(d) of the ESA, as amended, which underscores the requirement that the Federal agency or the applicant shall not make any irreversible or irretrievable commitment of resources during the consultation period which, in effect, would deny the formulation or implementation of reasonable and prudent alternatives regarding their actions on any endangered or threatened species.

Please note that the peregrine falcon which occurs in all counties of Utah was removed from the federal list of endangered and threatened species per Final Rule of August 25, 1999 (64 FR 46542). Protection is still provided for this species under authority of the Migratory Bird Treaty Act (16 U.S.C. 703-712) which makes it unlawful to take, kill, or possess migratory birds, their parts, nests, or eggs. When taking of migratory birds is determined by the applicant to be the only alternative, application for federal and state permits must be made through the appropriate authorities. For take of raptors, their nests, or eggs, Migratory Bird Permits must be obtained through the Service's Migratory Bird Permit Office in Denver at (303) 236-8171.

We recommend use of the *Utah Field Office Guidelines for Raptor Protection from Human and Land Use Disturbances* which were developed in part to provide consistent application of raptor protection measures statewide and provide full compliance with environmental laws regarding raptor protection. Raptor surveys and mitigation measures are provided in the Raptor Guidelines as recommendations to ensure that proposed projects will avoid adverse impacts to raptors, including the peregrine falcon.

The following is a list of species that may occur within the project area and are managed under Conservation Agreements/Strategies. Conservation Agreements are voluntary cooperative plans among resource agencies that identify threats to a species and implement conservation measures to proactively conserve and protect species in decline. Threats that warrant a species listing as a sensitive species by state and federal agencies and as threatened or endangered under the ESA should be significantly reduced or eliminated through implementation of the Conservation Agreement. Project plans should be designed to meet the goals and objectives of these Conservation Agreements.

Common Name

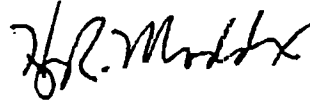
Bonneville Cutthroat Trout

Scientific Name

Oncorhynchus clarki utah

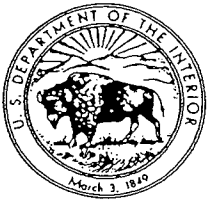
If we can be of further assistance or if you have any questions, please feel free to contact Marianne Crawford of our office at (801)975-3330 extension 134.

Sincerely,



Henry R. Maddux
Utah Field Supervisor

cc: UDOT: Environmental Division, Box 148450, Salt Lake City, Utah 84114-8450
Federal Highway Administration, 2520 West 4700 South, Suite 9A, Salt Lake City,
Utah 84118



United States Department of the Interior
FISH AND WILDLIFE SERVICE

UTAH FIELD OFFICE
2369 WEST ORTON CIRCLE, SUITE 50
WEST VALLEY CITY, UTAH 84119

In Reply Refer to:

FWS/R6
ES/UT
04-0323

December 12, 2003

*received in
office on 5/12/04
sent to Admin
record 5/13/04*

Mr. Paul W. West
UDOT: Environmental Division
Box 148450
Salt Lake City, Utah 84114-8450

RE: *SP-150-7(156)293; 11400 South Environmental Impact Statement, Salt Lake County,
Utah

Dear Mr. West:

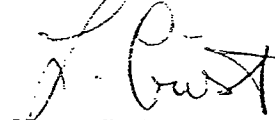
Based on information provided in your letter of December 3, 2003 and email of December 11, 2003, we concur with your "not likely to adversely affect" determination for the bald eagle and your "no effect" determination for other listed species. Should project plans change, or if additional information on the distribution of listed or proposed species becomes available, this determination may be reconsidered.

We are addressing this letter to Utah Department of Transportation, with a copy to Federal Highway Administration, as only a Federal agency can enter into formal Endangered Species Act section 7 consultation with the Service. A Federal agency may designate a non-Federal representative to conduct informal consultation or prepare a biological assessment by giving written notice to the Service of such a designation. The ultimate responsibility for compliance with ESA section 7, however, remains with the Federal agency.

We support the feasibility report that recommends scheduling construction activities outside of the bird breeding season (March 15 through August 15). Because some raptors will begin courtship or continue fledging periods earlier and later than this general bird breeding season, raptor surveys should be conducted prior to commencement of construction to allow effective application of seasonal and/or spatial buffers if necessary.

We appreciate your interest in conserving endangered species. If further assistance is needed, please contact Laura Romin at (801) 975-3330 extension 142.

Sincerely,

A handwritten signature in dark ink, appearing to read "H. Maddux", written over a faint circular stamp.

Henry R. Maddux
Utah Field Supervisor

cc: Gregory Punske, U.S. Department of Transportation, Federal Highway Administration,
2520 West 4700 South, Suite 9-A, Salt Lake City, Utah 84118



12-19-03

Michael O. Leavitt
Governor

State of Utah
Department of Transportation

John R. Njord, P.E.
Executive Director

December 17, 2003

Ms. Barbara Murphy
Division of State History, Preservation Section
300 Rio Grande
Salt Lake City, Utah 84101-1182

RE: UDOT Project No. SP-15-7(156)293: 11140 South, 700 East to Bangerter Highway. Re-Evaluation Of Three Historic Structures On 11400 South

Dear Ms. Murphy:

In conjunction with the 11400 South/I-15 Interchange and Roadway Improvement Project, the Federal Highway Administration (FHWA) entered into a Memorandum of Agreement (MOA) with the Utah Department of Transportation (UDOT), the Utah State Historic Preservation Office (SHPO), the City of South Jordan, the City of Draper, and the City of Sandy with concurrence from the Utah Heritage Foundation and the Draper City Certified Local Government, which outlined necessary mitigation for adverse impacts to historic properties within the proposed 11400 South Project.

In preparation to implement the 11400 South Project, and prior to an injunction by the Tenth Circuit court, UDOT acquired three historic properties (170 West 11400 South, 175 West 11400 South, and 180 West 11400 South) that were approved to be demolished following completion of the mitigation measures outlined in the MOA. Following the subsequent retraction of the Environmental Assessment and Finding of No Significant Impact, FHWA formally advised all parties that the MOA was terminated. Pursuant to commitments made during legal proceedings, FHWA agreed to re-evaluate the eligibility of the three properties in UDOT ownership. This letter summarizes the findings of the re-evaluation. Please review and, providing you agree with the finding contained herein, sign and date the signature line at the end of this letter.

Based on the results of the historical re-evaluation, FHWA and UDOT have determined that the following properties are still considered eligible for the National Register of Historic Places (NRHP).

William Fairbourn Farmstead
Richard Fairbourn Farmstead
Reuben Fairbourn Farmstead

175 West 11400 South
170 West 11400 South
180 West 11400 South

Utah!
Where ideas connect™

In addition, as a result of the re-evaluation, FHWA and UDOT have determined that these properties can be best understood as a historic district under the theme of **The Fairbourn Farmsteads: Multi-Generational Agrarian Lifestyle in Crescent, Utah 1883-1954**. Because of its geographic and historic connectivity, the Leslie Fairbourn Farmstead (260 West 114000 South) is included within the boundaries of the district (see attached Figure). However, because of the construction of I-15 in the 1960s, the parcels north of 11400 South on the east side of the district have been severed. Therefore, the district boundary will include only those portions of the parcels remaining west of I-15.

Comprised of numerous residences and a variety of outbuildings and cultural features, the Fairbourn Farmsteads Historic District provides historical data on the evolution of a complex of family farms that individually and collectively reflect the struggles and successes of an agrarian lifestyle dating from the 1880s to the present. The areas of significance of the Fairbourn Farmsteads Historic District include: A, Agriculture; B, Association with William Fairbourn; and C, Architecture and Land-use patterns. The period of significance is 1883-1954.

As agreed to among FHWA, SHPO, and UDOT, and assuming that SHPO concurs in this determination of eligibility, a preservation contractor will be hired to assess the need for stabilization of the buildings until a decision is reached on the EIS currently being prepared.

Because the environmental documentation for the project is currently in early development, no alternatives have been delineated. If project needs require the preliminary design of an alternative that proposes use from any portion of the Fairbourn Farmsteads Historic District, then the Criteria of Adverse Effects will be applied and a formal Determination of Effects and proposed mitigation will be produced for your review.

Thank you for your efforts on behalf of the FHWA and the UDOT. If you have any questions or need additional information, please do not hesitate to call me at (801) 975-4923.

Sincerely,



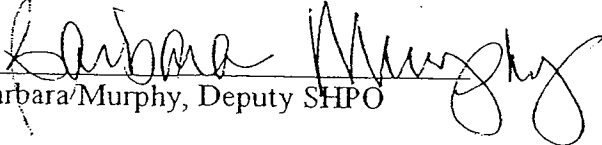
Betsy Skinner
Regional NEPA/NHPA Specialist

Enclosures

Barbara Murphy, letter
December 17, 2003
Page 3

cc: Lars Anderson, Region 2 Environmental Manager
Joe Kammerer, Region 2 Project Manager
Jeffrey Berna, FHWA

I concur with the determination that the four properties located at 170 West 114000 South, 175 West 114000 South, 180 West 114000 South, and 260 West 114000 South are eligible for the NRHP as a historic district; and that the UDOT will take into account effects upon these properties in accordance with Section 106 and U.C.A. 9-8-404 should the project require their use.


Barbara Murphy, Deputy SHPO

1-29-04
Date



Federal Transit Administration
218 16th Street, Suite 650
Denver, CO 80202-5120

Federal Highway Administration
2520 West 4700 South, Suite 9A
Taylorsville, UT 84118-1647

January 20, 2004

Mr. Charles Chappell, Executive Director
Wasatch Front Regional Council
295 North Jimmy Doolittle Road
Salt Lake City, UT 84097

Subject: Conformity Finding for the Salt Lake and Ogden/Layton Urbanized Areas
2004-2030 Long-Range Transportation Plan and Amended 2004-2008
Transportation Improvement Program

Dear Mr. Chappell:

In accordance with the Clean Air Act of 1990, as amended, conformity findings of the transportation plans and programs in non-attainment and maintenance areas are required of the U.S. Department of Transportation. Based on our evaluation of the Wasatch Front Regional Council's conformity determination, made in its capacity as the Metropolitan Planning Organization for the Salt Lake and Ogden/Layton urbanized areas, and in coordination with the U.S. Environmental Protection Agency (EPA), the Utah Department of Transportation (UDOT), the Utah Transit Authority (UTA), and the Utah Department of Environmental Quality (UDEQ), we have concluded that the requirements of the EPA's conformity regulation have been met for the Davis County, the Salt Lake County, the Ogden City, and the Salt Lake City non-attainment and maintenance areas.

Accordingly, a conformity finding for the subject Long-Range Transportation Plan and the amended 2004-2008 Transportation Improvement Program, is hereby jointly made by the Federal Transit Administration and the Federal Highway Administration.

This conformity finding remains in effect until such time as a new finding is required, either by new regulatory requirements, major revision of transportation plans or programs, or a revision to the State Implementation Plan.

Sincerely,

Lee O. Waddleton
Regional Administrator
Federal Transit Administration

David C. Gibbs, P.E.
Division Administrator
Federal Highway Administration

cc: John English, UTA
John Njord, UDOT
Dianne Nielson, UDEQ
Robbie Roberts, EPA



March 5, 2004

Mary DeLoretto, P.E.
URS Corporation
756 East Winchester St., Suite 400
Salt Lake City, UT 84107

Subject: Willow Creek Park

Dear Ms. DeLoretto,

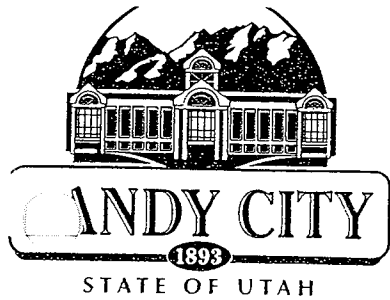
The purpose of this letter is to document the circumstances under which Draper City gained ownership of the property located at 540 West 11400 South. The property was purchased several years ago by UDOT and deeded to Draper City for the purpose of constructing, operating, and maintaining a detention basin. The purpose of the detention basin was for the detention of runoff water and groundwater associated with the 11400 South interchange that was planned at the time.

The City and UDOT have planned all along that the property would be put under joint use as both a detention facility and a linear parkway with a non-motorized trail. The city was under complete understanding that part of the property would be deeded to UDOT to accommodate the widening of 11400 South. The rest of the property would be for the joint development.

The City expects to work closely with the 1400 South EA team to develop a plan for the property that will accomplish the goals of any build option that may be selected, along with the parkway and trail.

Sincerely,

Nate Nelson, P.E.
Assistant City Engineer



COMMUNITY DEVELOPMENT DEPARTMENT

Tom Dolan
Mayor

Byron Jorgenson
Chief Administrative Officer

Michael G. Coulam
Director

March 29, 2004

Joe Kammerer
114th South Project Team
Utah Department of Transportation
2010 South 2760 West
Salt Lake City, Utah 84104-4592

RE: 114th South Alternatives

Dear : Mr. Kammerer:

The Sandy City Community Development Department has completed an in-depth review of the plans and profiles for each of the alternatives as part of the Environmental Impact Study (EIS) for the 114th South improvements as supplied by the Utah Department of Transportation (UDOT) and URS. Our review noted that each alternative had similar improvements to be completed regardless of the alternative chosen and yet, each alternative also had unique proposed improvements. We recognize that each of these alternatives results in varying outcomes in the areas of mobility, right-of-way acquisition, economic development, property impact, noise, wetlands and cost. As we reviewed each of the alternatives, we kept all the facets relative to the EIS in mind.

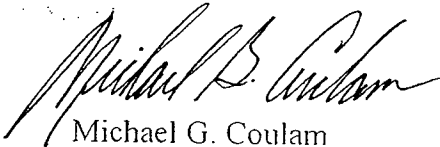
To this end, the Sandy City Community Development Department recommends that UDOT pursue Alternative 4 as outlined in the 114th South EIS plans and documents. We concluded our determination for the following reasons:

1. **Mobility:** Based upon the data gathered for the EIS and the City's transportation data, both an interchange at 114th South / I-15 and 114th South connecting across the Jordan River and eventually to Bangerter Highway provide the best relief in improving mobility in all directions.
2. **Economic Development:** Alternative 4 provides the best results for assisting the City in the area of economic development. First, it improves access to the undeveloped area located along State Street and north of the 114th South. Second, it improves the circulation to the existing business corridor of Sandy City.
3. **Right-of-Way Acquisition:** Clearly Alternative 4 has the least amount of need and impact for Right-of-Way acquisition and therefore, individual property impact.

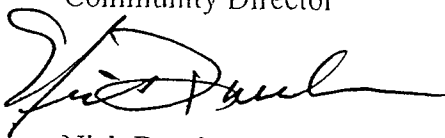
4. **Wetlands:** Each of the alternatives impacts wetlands relatively at the same level. Therefore, Alternative 4 does not degrade wetlands at any higher level than any of the other alternatives.
5. **Noise:** Alternative 4 has the least amount of noise impacts based upon the data collected from potential noise receptors.
6. **Cost:** Given the greater improvement Alternative 4 provides in meeting the purpose and need of the project, and in conjunction with its relative low-cost as compared to the other alternatives, Alternative 4 provides, from a cost/benefit perspective, the best overall solution.
7. **Sandy City Planning Documents:** Sandy City first identified a need for better east-west mobility along 114th South, as well as a need for an interchange at 114th South / I-15 in the City's General Plan adopted in 1979. Over the years, updates to these General Plans, including the City Master Transportation Plan and the Downtown Civic Center Plan, have continued to call for improved mobility on 114th South and an interchange at 114th South / I-15. These plans reflect the need for improvements to 114th South and the need for an interchange to improve mobility (businesses, commuters and the general public) and to improve access to developable properties for economic development opportunities.

If you need further clarification or additional information, please feel free to contact us at 568-7250.

Sincerely,



Michael G. Coulam
Community Director



Nick Duerksen
Assistant Director

cc: Rick Smith, Public Works Director
Paul Goodrich, Transportation Engineer



REPLY TO
ATTENTION OF

DEPARTMENT OF THE ARMY
U.S. ARMY ENGINEER DISTRICT, SACRAMENTO
CORPS OF ENGINEERS
1325 J STREET
SACRAMENTO, CALIFORNIA 95814-2922

April 5, 2004

Regulatory Branch (200350450)

Lars Anderson
Utah Department of Transportation
Region 2, Preconstruction
2010 South 2760 West
Salt Lake City, Utah 84104-4592

Dear Mr. Anderson:

We are responding to your request for an approved jurisdictional determination for the UDOT 11400 South project. The project site is located in Section 19, Township 3 South, Range 1 East and in Sections 13, 14, 20, 21, 22, 23, 24 and 26, Township 3 South, Range 1 West, SLB&M, Salt Lake County, Utah.

Based on available information and the results of a site inspection by Dennis Blinkhorn of this office, with the exceptions identified below, we concur in the estimate of waters of the United States, as depicted on the attached aerial photographs titled **11400 South EIS Study Area, Wetlands and Other Waters**. Approximately 1.94 acres of waters of the United States, including wetlands, are present within the survey area. These waters are regulated under Section 404 of the Clean Water Act since they are tributary to, or adjacent to a tributary to, the Jordan River which in turn flows into the Great Salt Lake, a water of the United States. While there may be an irrigation influence contributing to the wetlands in the study area, this office will assert jurisdiction over them until such time as the extent of irrigation influence can be conclusively determined.

The following, listed in Section 5.5 of the project wetland delineation report prepared by URS and dated November 14 2003, are not considered jurisdictional and subject to regulation under Section 404: the Utah Lake Distributing Canal, the Utah and Salt Lake Canal, the South Jordan Canal, the Jordan and Salt Lake Canal, the East Jordan Canal and the unnamed irrigation ditch (wetland 10). Wetlands adjacent to these canals are also not jurisdictional. The Midas Ponds are not considered jurisdictional and subject to Section 404 nor is wetland 9 jurisdiction since it is wholly contained within a road ditch.

This verification is valid for five years from the date of this letter, unless new information warrants revision of the determination before the expiration date. A *Notification of Administrative Appeal Options and Process and Request for Appeal* form is enclosed. If you wish to appeal this approved jurisdictional determination, please follow the procedures

on the form. You should provide a copy of this letter and notice to all other affected parties, including any individual who has an identifiable and substantial legal interest in the property.

Please refer to identification number 200350450 in any correspondence concerning this project. If you have any questions, please contact Ms. Anna Sutton at our Utah Regulatory Office, 533 West 2600 South, Suite 150, Bountiful, Utah 84010-7744, email *Anna.M.Sutton@usace.army.mil*, or telephone 801-295-8380, extension 16.

Sincerely,

ORIGINAL SIGNED

Nancy Kang
Chief, Utah Regulatory Office

Enclosures

Copy furnished without enclosures:

Andy Herb, URS, 8181 East Tufts Avenue, Denver, CO 80237



April 19, 2004

Joe Kammerer
114th South Project Team
Utah Department of Transportation
2010 South 2760 West
Salt Lake City, Utah 84104-4592

RE: 114th South Alternatives

Dear : Mr. Kammerer:

As Sandy City's Mayor and Chief Administrative Officer, we would like to fully endorse that UDOT pursue Alternative 4 as the preferred alternative, as it will work best for Sandy City.

The Sandy City Community Development Department has completed an in-depth review of the plans and profiles for each of the alternatives as part of the Environmental Impact Study (EIS) for the 114th South improvements as supplied by the Utah Department of Transportation (UDOT) and URS. Their review noted that each alternative had similar improvements to be completed regardless of the alternative chosen and yet, each alternative also had unique proposed improvements. They recognized that each of these alternatives results in varying outcomes in the areas of mobility, right-of-way acquisition, economic development, property impact, noise, wetlands and cost.

We concluded make our recommendation for the following reasons:

1. **Mobility:** Based upon the data gathered for the EIS and the city's transportation data, both an interchange at 114th South / I-15 and 114th South connecting across the Jordan River and eventually to Bangerter Highway provide the best relief in improving mobility in all directions.
2. **Economic Development:** Alternative 4 provides the best results for assisting the city in the area of economic development. First, it improves access to the undeveloped area located along State Street and north of the 114th South. Second, it improves the circulation to the existing business corridor of Sandy City.
3. **Right-of-Way Acquisition:** Clearly Alternative 4 has the least amount of need and impact for Right-of-Way acquisition and therefore, individual property impact.

4. **Wetlands:** Each of the alternatives impacts wetlands relatively at the same level. Therefore, Alternative 4 does not degrade wetlands at any higher level than any of the other alternatives.
5. **Noise:** Alternative 4 has the least amount of noise impacts based upon the data collected from potential noise receptors.
6. **Cost:** Given the greater improvement Alternative 4 provides in meeting the purpose and need of the project, and in conjunction with its relative low-cost as compared to the other alternatives, Alternative 4 provides, from a cost/benefit perspective, the best overall solution.
7. **Sandy City Planning Documents:** Sandy City first identified a need for better east-west mobility along 114th South, as well as a need for an interchange at 114th South / I-15 in the City's General Plan adopted in 1979. Over the years, updates to these General Plans, including the City Master Transportation Plan and the Downtown Civic Center Plan, have continued to call for improved mobility on 114th South and an interchange at 114th South / I-15. These plans reflect the need for improvements to 114th South and the need for an interchange to improve mobility (businesses, commuters and the general public) and to improve access to developable properties for economic development opportunities.

If you need further clarification or additional information, please feel free to contact us at 568-7100.

Sincerely,



Tom Dolan
Sandy City Mayor



Byron Jorgenson
Chief Administrative Officer

REFERENCE SLIP

Apr 27, 2004

TO

Mary DeLoretto

☐ ACTION☐ NOTE AND RETURN☐ APPROVAL☐ PER PHONE CALL☒ AS REQUESTED☐ RECOMMENDATION☐ FOR COMMENT☐ REPLY FOR SIGNATURE OF☐ FOR INFORMATION☐ RETURNED☐ INITIALS☐ SEE ME☐ NOTE AND FILE☐ YOUR SIGNATURE

REMARKS This letter + attachment

came out in July 2000.

The rule that applies to

urban areas is 'sec 658.2

definitions.'

FROM

Ray Aron

Letter to NRCS and
their reply (which ~~not~~ reference
the rule).

Key words:

Prime & Unique Farmlands

April 23, 2004

Mr. Ray Grow
Murray Field Office
NRCS
1030 W. 5370 S. #100
Murray, UT 84123

Subject: UDOT 11400 South Draft Environmental Impact Statement

Dear Mr. Grow:

UDOT is studying transportation issues in the south part of the Salt Lake Valley. The study area for the UDOT 11400 South DEIS is bounded by 10400/10600 on the north, 700 East on the east, 12300/12600 South on the South, and Bangerter Highway on the west. All land within the study area is incorporated into one of four cities: South Jordan City, Sandy City, Draper City, and Riverton City.

I understand that under the Farmland Protection Policy Act, land already committed to urban development or water storage is excluded from protection, and therefore, no land in the study area is subject to the Farmland Protection Policy Act.

This letter is to request a confirmation of this statement in writing. Thank you for your assistance.

Sincerely,



Mary DeLoretto
URS Project Manager

July 24, 2000

SUBJECT: LNU - Field Office Workload Reduction - Farmland Protection Policy Act (FPPA)

TO: Regional Conservationists
State Conservationists

File Code: 310-11-12

On April 30, 1999, NRCS suspended the requirement to have NRCS field staff make determinations on Form AD-1006, as to whether or not a proposed conversion site is farmland and subject to Farmland Protection Policy Act requirements. The suspension decision was based on the fact that local zoning takes precedence and would make the site committed to urban development. The suspension decision is hereby rescinded.

The policy permitting local zoning to determine "farmland committed to urban development" was removed from the FPPA rule in 1994. That rule had not been sent to the field previously, but is attached for your reference. Section 658.2(a) of the rule provides the definitions of "farmland" and the term "land already in or committed to urban development."

Section 658.4(a) of the FPPA rule provides, "An agency may determine whether or not a site is farmland or the agency may request that NRCS make such a determination. If an agency elects not to make its own determination, it should make a request to NRCS on Form AD-1006, the Farmland Conversion Impact Rating Form, available at NRCS offices, for determination of whether the site is farmland subject to the Act. ~~If neither the entire site nor any part of it are subject to the Act, then the Act will not apply and NRCS will so notify the agency. If the site is determined by NRCS to be subject to the Act, then NRCS will measure the relative value of the site as farmland on a scale of 0 to 100 according to the information sources listed in Section 658.5(a). NRCS will respond to these requests within 10 working days of their receipt. In the event that NRCS fails to complete its response within the required period, or if further delay would interfere with construction activities, the agency should proceed as though the site were not farmland.~~"

In those cases where the Agency makes its own determination, the agency will still have to process a Form AD-1006 and request information from NRCS, in all cases, where the agency determines that the proposed site contains farmland and is therefore subject to FPPA.

NRCS was not given an option on processing Form AD-1006, and in cases where NRCS does not respond, the requesting agency can proceed as though the site were not farmland. Other federal agencies cannot comply with FPPA without NRCS assistance.

Effective immediately, NRCS will process all Form AD-1006 requests from Federal agencies for assistance on FPPA. The services will be provided as outlined in the attached rule.

We are revising the 310 Land Use part of the General Manual which will provide detailed guidelines for providing services on FPPA. Copies will be provided to all field offices once it is completed.

If you have further questions please call Joan M. Comanor at (202) 720-2847.

/S/

THOMAS A. WEBER
Deputy Chief for Programs

Attachment

TITLE 7--AGRICULTURE

CHAPTER VI--NATURAL RESOURCES CONSERVATION SERVICE, DEPARTMENT OF AGRICULTURE

PART 658--FARMLAND PROTECTION POLICY ACT--Table of Contents

Sec. 658.1 Purpose.

This part sets out the criteria developed by the Secretary of Agriculture, in cooperation with other Federal agencies, pursuant to section 1541(a) of the Farmland Protection Policy Act (FPPA or the Act) 7 U.S.C. 4202(a). As required by section 1541(b) of the Act, 7 U.S.C. 4202(b), Federal agencies are (a) to use the criteria to identify and take into account the adverse effects of their programs on the preservation of farmland, (b) to consider alternative actions, as appropriate, that could lessen adverse effects, and (c) to ensure that their programs, to the extent practicable, are compatible with State and units of local government and private programs and policies to protect farmland. Guidelines to assist agencies in using the criteria are included in this part. The Department of Agriculture (hereinafter USDA) may make available to States, units of local government, individuals, organizations, and other units of the Federal Government, information useful in restoring, maintaining, and improving the quantity and quality of farmland.

Sec. 658.2 Definitions.

(a) Farmland means prime or unique farmlands as defined in section 1540(c)(1) of the Act or farmland that is determined by the appropriate state or unit of local government agency or agencies with concurrence of the Secretary to be farmland of statewide or local importance. "Farmland" does not include land already in or committed to urban development or water storage. Farmland "already in" urban development or water storage includes all such land with a density of 30 structures per 40-acre area. Farmland already in urban development also includes lands identified as "urbanized area" (UA) on the Census Bureau Map, or as urban area mapped with a "tint overprint" on the USGS topographical maps, or as "urban-built-up" on the USDA Important Farmland Maps. Areas shown as white on the USDA Important Farmland Maps are not "farmland" and, therefore, are not subject to the Act. Farmland "committed to urban development or water storage" includes all such land that receives a combined score of 160 points or less from the land evaluation and site assessment criteria.

(b) Federal agency means a department, agency, independent commission, or other unit of the Federal Government.

(c) Federal program means those activities or responsibilities of a Federal agency that involve undertaking, financing, or assisting construction or improvement projects or acquiring, managing, or disposing of Federal lands and facilities.

(1) The term "Federal program" does not include:

(i) Federal permitting, licensing, or rate approval programs for activities on private or non-Federal lands; and

(ii) Construction or improvement projects that were beyond the planning stage and were in either the active design or construction state on August 4, 1984.

2. For the purposes of this section, a project is considered to be "beyond the planning stage and in either the active design or construction state on August 4, 1984" if, on or before that date, actual construction of the project had commenced or:

(i) Acquisition of land or easements for the project had occurred or all required Federal agency planning documents and steps were completed and accepted, endorsed, or approved by the appropriate agency;

(ii) A final environmental impact statement was filed with the Environmental Protection Agency or an environmental assessment was completed and a finding of no significant impact was executed by the appropriate agency official; and

(iii) The engineering or architectural design had begun or such services had been secured by contract. The phrase "undertaking, financing, or assisting construction or improvement projects" includes providing loan guarantees or loan insurance for such projects and includes the acquisition, management and disposal of land or facilities that a Federal agency obtains as the result of foreclosure or other actions taken under a loan or other financial assistance provided by the agency directly and specifically for that property. For the purposes of this section, the

phrase "acquiring, managing, or disposing of Federal lands and facilities" refers to lands and facilities that are acquired, managed, or used by a Federal agency specifically in support of a Federal activity or program, such as national parks, national forests, or military bases, and does not refer to lands and facilities that are acquired by a Federal agency as the incidental result of actions by the agency that give the agency temporary custody or ownership of the lands or facilities, such as acquisition pursuant to a lien for delinquent taxes, the exercise of conservatorship or receivership authority, or the exercise of civil or criminal law enforcement forfeiture or seizure authority.

(d) State or local government policies or programs to protect farmland include: Zoning to protect farmland; agricultural land protection provisions of a comprehensive land use plan which has been adopted or reviewed in its entirety by the unit of local government in whose jurisdiction it is operative within 10 years preceding proposed implementation of the particular Federal program; completed purchase or acquisition of development rights; completed purchase or acquisition of conservation easements; prescribed procedures for assessing agricultural viability of sites proposed for conversion; completed agricultural districting and capital investments to protect farmland.

(e) Private programs to protect farmland means programs for the protection of farmland which are pursuant to and consistent with State and local government policies or programs to protect farmland of the affected State and unit of local government, but which are operated by a nonprofit corporation, foundation, association, conservancy, district, or other not-for-profit organization existing under State or Federal laws. Private programs to protect farmland may include: (1) Acquiring and holding development rights in farmland and (2) facilitating the transfer of development rights of farmland.

(f) Site means the location(s) that would be converted by the proposed action(s).

(g) Unit of local government means the government of a county, municipality, town, township, village, or other unit of general government below the State level, or a combination of units of local government acting through an areawide agency under a State law or an agreement for the formulation of regional development policies and plans.

Sec. 658.3 Applicability and exemptions.

(a) Section 1540(b) of the Act, 7 U.S.C. 4201(b), states that the purpose of the Act is to minimize the extent to which Federal programs contribute to the unnecessary and irreversible conversion of farmland to nonagricultural uses. Conversion of farmland to nonagricultural uses does not include the construction of on-farm structures necessary for farm operations. Federal agencies can obtain assistance from USDA in determining whether a proposed location or site meets the Act's definition of farmland. The USDA Natural Resources Conservation Service (NRCS) field office serving the area will provide the assistance. Many State or local government planning offices can also provide this assistance.

(b) Acquisition or use of farmland by a Federal agency for national defense purposes is exempted by section 1547(b) of the Act, 7 U.S.C. 4208(b).

(c) The Act and these regulations do not authorize the Federal Government in any way to regulate the use of private or non-Federal land, or in any way affect the property rights of owners of such land. In cases where either a private party or a non-Federal unit of government applies for Federal assistance to convert farmland to a nonagricultural use, the Federal agency should use the criteria set forth in this part to identify and take into account any adverse effects on farmland of the assistance requested and develop alternative actions that would avoid or mitigate such adverse effects. If, after consideration of the adverse effects and suggested alternatives, the landowners want to proceed with conversion, the Federal agency, on the basis of the analysis set forth in Sec. 658.4 and any agency policies or procedures for implementing the Act, may provide or deny the requested assistance. Only assistance and actions that would convert farmland to nonagricultural uses are subject to this Act. Assistance and actions related to the purchase, maintenance, renovation, or replacement of existing structures and sites converted prior to the time of an application for assistance from a Federal agency, including assistance and actions related to the construction of minor new ancillary structures (such as garages or sheds), are not subject to the Act.

(d) Section 1548 of the Act, as amended, 7 U.S.C. 4209, states that the Act shall not be deemed to provide a basis for any action, either legal or equitable, by any person or class of persons challenging a Federal project, program, or other activity that may affect farmland. Neither the Act nor this rule, therefore, shall afford any basis for such an action. However, as further provided in section 1548, the governor of an affected state, where a state policy or program exists to protect farmland, may bring an action in the Federal district court of the district where a Federal program is proposed to enforce the requirements of section 1541 of the Act, 7 U.S.C. 4202, and regulations issued pursuant to that section.

Sec. 658.4 Guidelines for use of criteria.

As stated above and as provided in the Act, each Federal agency shall use the criteria provided in Sec. 658.5 to identify and take into account the adverse effects of Federal programs on the protection of farmland. The agencies are to consider alternative actions, as appropriate, that could lessen such adverse effects, and assure that such Federal programs, to the extent practicable, are compatible with State, unit of local government and private programs and policies to protect farmland. The following are guidelines to assist the agencies in these tasks:

(a) An agency may determine whether or not a site is farmland as defined in Sec. 658.2(a) or the agency may request that NRCS make such a determination. If an agency elects not to make its own determination, it should make a request to NRCS on Form AD-1006, the Farmland Conversion Impact Rating Form, available at NRCS offices, for determination of whether the site is farmland subject to the Act. If neither the entire site nor any part of it are subject to the Act, then the Act will not apply and NRCS will so notify the agency. If the site is determined by NRCS to be subject to the Act, then NRCS will measure the relative value of the site as farmland on a scale of 0 to 100 according to the information sources listed in Sec. 658.5(a). NRCS will respond to these requests within 10 working days of their receipt except that in cases where a site visit or land evaluation system design is needed, NRCS will respond in 30 working days. In the event that NRCS fails to complete its response within the required period, if further delay would interfere with construction activities, the agency should proceed as though the site were not farmland.

(b) The Form AD 1006, returned to the agency by NRCS will also include the following incidental information: The total amount of farmable land (the land in the unit of local government's jurisdiction that is capable of producing the commonly grown crop); the percentage of the jurisdiction that is farmland covered by the Act; the percentage of farmland in the jurisdiction that the project would convert; and the percentage of farmland in the local government's jurisdiction with the same or higher relative value than the land that the project would convert. These statistics will not be part of the criteria scoring process, but are intended simply to furnish additional background information to Federal agencies to aid them in considering the effects of their projects on farmland.

(c) After the agency receives from NRCS the score of a site's relative value as described in Sec. 658.4(a) and then applies the site assessment criteria which are set forth in Sec. 658.5 (b) and (c), the agency will assign to the site a combined score of up to 260 points, composed of up to 100 points for relative value and up to 160 points for the site assessment. With this score the agency will be able to identify the effect of its programs on farmland, and make a determination as to the suitability of the site for protection as farmland. Once this score is computed, USDA recommends:

(1) Sites with the highest combined scores be regarded as most suitable for protection under these criteria and sites with the lowest scores, as least suitable.

(2) Sites receiving a total score of less than 160 need not be given further consideration for protection and no additional sites need to be evaluated.

(3) Sites receiving scores totaling 160 or more be given increasingly higher levels of consideration for protection.

(4) When making decisions on proposed actions for sites receiving scores totaling 160 or more, agency personnel consider:

(i) Use of land that is not farmland or use of existing structures;

(ii) Alternative sites, locations and designs that would serve the proposed purpose but convert either fewer acres of farmland or other farmland that has a lower relative value;

(iii) Special siting requirements of the proposed project and the extent to which an alternative site fails to satisfy the special siting requirements as well as the originally selected site.

(d) Federal agencies may elect to assign the site assessment criteria relative weightings other than those shown in Sec. 658.5 (b) and (c). If an agency elects to do so, USDA recommends that the agency adopt its alternative weighting system (1) through rulemaking in consultation with USDA, and (2) as a system to be used uniformly throughout the agency. USDA recommends that the weightings stated in Sec. 658.5 (b) and (c) be used until an agency issues a final rule to change the weightings.

(e) It is advisable that evaluations and analyses of prospective farmland conversion impacts be made early in the planning process before a site or design is selected, and that, where possible, agencies make the FPPA evaluations part of the National Environmental Policy Act (NEPA) process. Under the agency's own NEPA regulations, some categories of projects may be excluded from NEPA which may still be covered under the FPPA. Section 1540(c)(4) of the Act exempts projects that were beyond the planning stage and were in either the active design or construction

state on the effective date of the Act. Section 1547(b) exempts acquisition or use of farmland for national defense purposes. There are no other exemptions of projects by category in the Act.

(f) Numerous States and units of local government are developing and adopting Land Evaluation and Site assessment (LESA) systems to evaluate the productivity of agricultural land and its suitability for conversion to nonagricultural use. Therefore, States and units of local government may have already performed an evaluation using criteria similar to those contained in this rule applicable to Federal agencies. USDA recommends that where sites are to be evaluated within a jurisdiction having a State or local LESA system that has been approved by the governing body of such jurisdiction and has been placed on the NRCS State conservationist's list as one which meets the purpose of the FPPA in balance with other public policy objectives, Federal agencies use that system to make the evaluation.

(g) To meet reporting requirements of section 1546 of the Act, 7 and for data collection purposes, after the agency has made a final decision on a project in which one or more of the alternative sites contain farmland subject to the FPPA, the agency is requested to return a copy of the Form AD-1006, which indicates the final decision of the agency, to the NRCS field office.

(h) Once a Federal agency has performed an analysis under the FPPA for the conversion of a site, that agency's, or a second Federal agency's determination with regard to additional assistance or actions on the same site do not require additional redundant FPPA analysis.

Sec. 658.5 Criteria.

This section states the criteria required by section 1541(a) of the Act, 7 U.S.C. 4202(a). The criteria were developed by the Secretary of Agriculture in cooperation with other Federal agencies. They are in two parts, (1) the land evaluation criterion, relative value, for which NRCS will provide the rating or score, and (2) the site assessment criteria, for which each Federal agency must develop its own ratings or scores.

The criteria are as follows:

(a) Land Evaluation Criterion—Relative Value. The land evaluation criterion is based on information from several sources including national cooperative soil surveys or other acceptable soil surveys, NRCS field office technical guides, soil potential ratings or soil productivity ratings, land capability classifications, and important farmland determinations. Based on this information, groups of soils within a local government's jurisdiction will be evaluated and assigned a score between 0 to 100, representing the relative value, for agricultural production, of the farmland to be converted by the project compared to other farmland in the same local government jurisdiction. This score will be the Relative Value Rating on Form AD 1006.

(b) Site Assessment Criteria. Federal agencies are to use the following criteria to assess the suitability of each proposed site or design alternative for protection as farmland along with the score from the land evaluation criterion described in Sec. 658.5(a). Each criterion will be given a score on a scale of 0 to the maximum points shown. Conditions suggesting top, intermediate and bottom scores are indicated for each criterion. The agency would make scoring decisions in the context of each proposed site or alternative action by examining the site, the surrounding area, and the programs and policies of the State or local unit of government in which the site is located. Where one given location has more than one design alternative, each design should be considered as an alternative site. The site assessment criteria are:

(1) How much land is in nonurban use within a radius of 1.0 mile from where the project is intended?

More than 90 percent—15 points
90 to 20 percent—14 to 1 point(s)
Less than 20 percent—0 points

(2) How much of the perimeter of the site borders on land in nonurban use?

More than 90 percent--10 points
90 to 20 percent--9 to 1 point(s)
Less than 20 percent--0 points

(3) How much of the site has been farmed (managed for a scheduled harvest or timber activity) more than 5 of the last 10 years?

More than 90 percent--20 points

90 to 20 percent--19 to 1 point(s)
Less than 20 percent--0 points

(4) Is the site subject to State or unit of local government policies or programs to protect farmland or covered by private programs to protect farmland?

Site is protected--20 points
Site is not protected--0 points

(5) How close is the site to an urban built-up area?

The site is 2 miles or more from an urban built-up area--15 points
The site is more than 1 mile but less than 2 miles from an urban built-up area--10 points
The site is less than 1 mile from, but is not adjacent to an urban built-up area--5 points
The site is adjacent to an urban built-up area--0 points

(6) How close is the site to water lines, sewer lines and/or other local facilities and services whose capacities and design would promote nonagricultural use?

None of the services exist nearer than 3 miles from the site--15 points
Some of the services exist more than 1 but less than 3 miles from the site--10 points
All of the services exist within $\frac{1}{2}$ mile of the site--0 points

(7) Is the farm unit(s) containing the site (before the project) as large as the average-size farming unit in the county? (Average farm sizes in each county are available from the NRCS field offices in each State. Data are from the latest available Census of Agriculture, Acreage of Farm Units in Operation with \$1,000 or more in sales.)

As large or larger--10 points
Below average--deduct 1 point for each 5 percent below the average, down to 0 points if 50 percent or more below average--9 to 0 points

(8) If this site is chosen for the project, how much of the remaining land on the farm will become non-farmable because of interference with land patterns?

Acreage equal to more than 25 percent of acres directly converted by the project--10 points
Acreage equal to between 25 and 5 percent of the acres directly converted by the project--9 to 1 point(s)
Acreage equal to less than 5 percent of the acres directly converted by the project--0 points

(9) Does the site have available adequate supply of farm support services and markets, i.e., farm suppliers, equipment dealers, processing and storage facilities and farmer's markets?

All required services are available--5 points
Some required services are available--4 to 1 point(s)
No required services are available--0 points

(10) Does the site have substantial and well-maintained on-farm investments such as barns, other storage buildings, fruit trees and vines, field terraces, drainage, irrigation, waterways, or other soil and water conservation measures?

High amount of on-farm investment--20 points
Moderate amount of on-farm investment--19 to 1 point(s)
No on-farm investment--0 points

(11) Would the project at this site, by converting farmland to nonagricultural use, reduce the demand for farm support services so as to jeopardize the continued existence of these support services and thus, the viability of the farms remaining in the area?

Substantial reduction in demand for support services if the site is converted--10 points

Some reduction in demand for support services if the site is converted--9 to 1 point(s)

No significant reduction in demand for support services if the site is converted--0 points

(12) Is the kind and intensity of the proposed use of the site sufficiently incompatible with agriculture that it is likely to contribute to the eventual conversion of surrounding farmland to nonagricultural use?

Proposed project is incompatible with existing agricultural use of surrounding farmland--10 points

Proposed project is tolerable to existing agricultural use of surrounding farmland--9 to 1 point(s)

Proposed project is fully compatible with existing agricultural use of surrounding farmland--0 points

* (c) Corridor-type Site Assessment Criteria. The following criteria are to be used for projects that have a linear or corridor-type site configuration connecting two distant points, and crossing several different tracts of land. These include utility lines, highways, railroads, stream improvements, and flood control systems. Federal agencies are to assess the suitability of each corridor-type site or design alternative for protection as farmland along with the land evaluation information described in Sec. 658.4(a). All criteria for corridor-type sites will be scored as shown in Sec. 658.5(b) for other sites, except as noted below:

(1) Criteria 5 and 6 will not be considered.

(2) Criterion 8 will be scored on a scale of 0 to 25 points, and criterion 11 will be scored on a scale of 0 to 25 points.

Sec. 658.6 Technical assistance.

(a) Section 1543 of the Act, 7 U.S.C. 4204 states, "The Secretary is encouraged to provide technical assistance to any State or unit of local government, or any nonprofit organization, as determined by the Secretary, that desires to develop programs or policies to limit the conversion of productive farmland to nonagricultural uses." In Sec. 2.62, of 7 CFR part 2, subtitle A, NRCS is delegated leadership responsibility within USDA for the activities treated in this part.

(b) In providing assistance to States, local units of government, and nonprofit organizations, USDA will make available maps and other soils information from the national cooperative soil survey through NRCS field offices.

(c) Additional assistance, within available resources, may be obtained from local offices of other USDA agencies. The Agricultural Stabilization and Conservation Service and the Forest Service can provide aerial photographs, crop history data, and related information. A reasonable fee may be charged. In many States, the Cooperative Extension Service can provide help in understanding and identifying farmland protection issues and problems, resolving conflicts, developing alternatives, deciding on appropriate actions, and implementing those decisions.

(d) Officials of State agencies, local units of government, nonprofit organizations, or regional, area, State-level, or field offices of Federal agencies may obtain assistance by contacting the office of the NRCS State conservationist. A list of Natural Resources Conservation Service State office locations appears in Appendix A, Sec. 661.6 of this title. If further assistance is needed, requests should be made to the Assistant Secretary for Natural Resources and Environment, Office of the Secretary, Department of Agriculture, Washington, DC 20250.

Sec. 658.7 USDA assistance with Federal agencies' reviews of policies and procedures.

(a) Section 1542(a) of the Act, 7 U.S.C. 4203, states, "Each department, agency, independent commission or other unit of the Federal Government, with the assistance of the Department of Agriculture, shall review current provisions of law, administrative rules and regulations, and policies and procedures applicable to it to determine whether any provision thereof will prevent such unit of the Federal Government from taking appropriate action to comply fully with the provisions of this subtitle."

(b) Section 1542(b) of the Act, 7 U.S.C. 4203, requires, as appropriate, each department, agency, independent commission, or other unit of the Federal Government, with the assistance of the Department of Agriculture, to develop proposals for action to bring its programs, authorities, and administrative activities into conformity with the purpose and policy of the Act.

(c) USDA will provide certain assistance to other Federal agencies for the purposes specified in section 1542 of the Act, 7 U.S.C. 4203. If a Federal agency identifies or suggests changes in laws, administrative rules and regulations, policies, or procedures that may affect the agency's compliance with the Act, USDA can advise the agency of the probable effects of the changes on the protection of farmland. To request this assistance, officials of Federal agencies should correspond with the Chief, Natural Resources Conservation Service, P.O. Box 2890, Washington, DC 20013.

(d) To meet the reporting requirements of section 1546 of the Act, 7 U.S.C. 4207, and for data collection purposes, each Federal agency is requested to report to the Chief of the Natural Resources Conservation Service by November 15th of each year on progress made during the prior fiscal year to implement sections 1542 (a) and (b) of the Act, 7 U.S.C. 4203 (a) and (b). Until an agency fully implements those sections, the agency should continue to make the annual report, but may omit the report upon full implementation. However, an agency is requested to file an annual report for any future year in which the agency has substantially changed its process for compliance with the Act.

[49 FR 27724, July 5, 1984, as amended at 59 FR 31118, June 17, 1994]



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Yvonne R. McConkie
Utah Association Of Counties

George Garwood
Utah League of Cities & Towns

Robert Grow
Division Utah

TO: Marry Deloretto

FROM: Kip Billings

DATE: July 9, 2004

SUBJECT: 11400 South: Highland to I-15; I-15 to Redwood Rd; Redwood Rd. to Bangerter Hwy. - CMS Justification and Recommendations

Enclosed is a copy of Table 8 and Table 9 from the WFRC Congestion Management System summarizing the CMS justification for the above project. The need for additional capacity is demonstrated as system management and demand management strategies alone are found insufficient to meet future demand at LOS "D" or better. There are also recommendations for TSM and TDM strategies appropriate to incorporate into widening projects for minor arterials, as well as a few points to emphasize for this project in particular.

The capacity justification analysis contained in this report is from a planning perspective as part of the Congestion Management System (CMS) of the Wasatch Front Regional Council. The purpose of the CMS is to determine in general terms whether or not a capacity increasing project should be included in the long range plan. This analysis is not intended to replace the need for a more detailed traffic analysis for the proposed project.

Please call me if you have any questions or concerns.

Project: 11400 South (State St. - 700 East)
4 lanes, Minor Arterial

Corridor: 11400 South (I-15 - 2000 East)

Need for Additional Capacity:

Growth rates for the Wasatch Front Region are high, with projected increases in population and employment of about 60 percent from 2001 to 2030. High population growth areas have been identified in south and west Salt Lake County, north Davis County, and north Weber County. Higher population densities are projected to be concentrated in the currently developed areas and most new development will occur at lower densities in outlying areas. Employment trends reflect a more diversified economy with large employment gains in suburban areas. Population and employment growth will result in increase demand for travel. Vehicle miles traveled is expected to increase 76% for the same 2001 to 2030 period with an even greater increase in demand (83% in western Salt Lake County) for north/south travel.

As shown in the attached Table 7a and Table 7b from the WFRC Congestion Management System, traffic conditions for 2030 (assuming all transit improvements envisioned in the 2030 Plan are included in the analysis, but highway expansion projects are omitted) result in an average volume to capacity ratio (V/C) for the PM period from Highland Dr. to I-15 of 1.21. By definition a V/C greater than 1.0 is not possible, so a modeled value greater than 1.0 indicates that demand exceeds capacity. The practical result of this situation is that peak speeds drop and commuters begin traveling at different times resulting in a longer period of congested traffic conditions often referred to as "peak spreading". Assuming, as discussed below, that demand management and system management strategies are put in place region wide and that signal coordination and access management are implemented, the 2030 V/C for the PM period from Highland Dr. to I-15 would average 1.07. Since this combination of demand and system management strategies would not improve the V/C ratio to the LOS "D" threshold of 0.89 or lower, additional capacity is needed.

Functional Class Clarifications:

This section of 11400 South is functionally classified as a minor arterial. The following clarifications are given in addition to the guidance on minor arterials presented in the previous section. Minor arterials are expected to provide through movement within communities, but should not penetrate identifiable neighborhoods. Therefore, it is critical to manage the facility as effectively as possible through geometric design, use of alternative modes, and signal technologies.

Signal Coordination:

Coordination is important for arterials because of the greater emphasis on mobility for longer trips. Signal coordination is especially critical for minor arterials because of closer signal spacings. If conduit for interconnect is not present, it must be installed.

Access Management:

Assuming feasibility, a management plan that balances socioeconomic impacts of access control with the mobility function of this minor arterial must be developed. Less aggressive control standards including signal restrictions at private driveways, driveway consolidation on new development, corner clearance, and related measures are recommended.

Parking Management/ Increase Parking Costs:

Sandy and Draper need to manage parking to and discourage SOV trips at large traffic generators in the corridor.

Walk / Bicycle:

Coordinate with local governments to ensure that right of way is preserved for existing and /or planned bicycle and pedestrian facilities.

Project: 11400 South (Bangerter - I-15)
4 lanes, Minor Arterial

Corridor: 11400 South (Bangerter – I-15)

Need for Additional Capacity:

Growth rates for the Wasatch Front Region are high, with projected increases in population and employment of about 60 percent from 2001 to 2030. High population growth areas have been identified in south and west Salt Lake County, north Davis County, and north Weber County. Higher population densities are projected to be concentrated in the currently developed areas and most new development will occur at lower densities in outlying areas. Employment trends reflect a more diversified economy with large employment gains in suburban areas. Population and employment growth will result in increase demand for travel. Vehicle miles traveled is expected to increase 76% for the same 2001 to 2030 period with an even greater increase in demand (83% in western Salt Lake County) for north/south travel.

As shown in the attached Table 8 and Table 9 from the WFRC Congestion Management System, traffic conditions for 2030 (assuming all transit improvements envisioned in the 2030 Plan are included in the analysis, but highway expansion projects are omitted) result in an average volume to capacity ratio (V/C) for the PM period from Bangerter Highway to Redwood Road of 1.29. By definition a V/C greater than 1.0 is not possible, so a modeled value greater than 1.0 indicates that demand exceeds capacity. The practical result of this situation is that peak speeds drop and commuters begin traveling at different times resulting in a longer period of congested traffic conditions often referred to as “peak spreading”. Assuming, as discussed below, that demand management and system management strategies are put in place region wide and that signal coordination and access management are implemented, the 2030 V/C for the PM period from Bangerter Highway to Redwood Road would average 1.14. Since this combination of demand and system management strategies would not improve the V/C ratio to the LOS “D” threshold of 0.89 or lower, additional capacity is needed.

A similar V/C analysis of the new construction segment of 11400 South from Redwood Road to I-15 using 10400/10600 South as a comparable parallel facility indicates that the “transit only” scenario would result in a V/C ratio of 1.75 and TSM and TDM strategies could be expected to reduce the V/C ratio only to 1.50. Therefore, there is also justification for construction of the new segment of 11400 South from I-15 to Redwood Road.

Functional Class Clarifications:

This section of 11400 South is functionally classified as a minor arterial. The following clarifications are given in addition to the guidance on minor arterials presented in the previous section. Minor arterials are expected to provide through movement within communities, but should not penetrate identifiable neighborhoods. Therefore, it is critical to manage the facility as effectively as possible through geometric design, use of alternative modes, and signal technologies.

Access Management:

Assuming feasibility, a management plan that balances socioeconomic impacts of access control with the mobility function of this minor arterial must be developed. Less aggressive control standards including signal restrictions at private driveways, driveway consolidation on new development, corner clearance, and related measures are recommended.

Transit Improvements:

Sponsors need to coordinate with UTA for construction of park-and-ride lots in the project section, as well as shelter/bench improvements.

Walk / Bicycle:

Coordinate with local governments to ensure that right of way is preserved for existing and/or planned bicycle and pedestrian facilities.

STRATEGIES GENERALLY APPROPRIATE FOR MINOR ARTERIALS

Minor Arterial Street System - The minor arterial street system should interconnect with and augment the urban principal arterial system and provide service to forecasted trips of moderate length at a somewhat lower level of travel mobility than principal arterials. This system also distributes travel to geographic areas smaller than those identified with the higher system.

The minor arterial street system includes all arterials not classified as principal and contains facilities that place more emphasis on land access than the higher system, and offer a lower level of traffic mobility. Such facilities may be expected to provide for movement within communities, but ideally should not penetrate identifiable neighborhoods.

SYSTEM MANAGEMENT

Signal System Improvements / Coordination - Coordination is important for arterials because of the greater emphasis on mobility for longer trips. Signal coordination is especially critical for minor arterials because of the closer signal spacings. Where signals are spaced at intervals between 1/4 mile and 1 mile, they should be coordinated. Other system improvements, such as installation, removal, or phasing, must be determined on a site specific basis.

Regional plans exist for signal system improvements and coordination. Where plans exist for signal coordination, the sponsor needs, at the minimum, to lay conduit. The sponsor needs to work with the signal coordination committee or other appropriate group for installation of the system. Traffic volumes at each signalized intersection need to be checked annually and if they have changed significantly, timing plans must be updated to accommodate the traffic changes.

Capacity Additions - New lanes or roads are particularly critical in high growth areas. They are also perhaps more often needed for arterials, which are designed to carry higher volumes of traffic. Without proper demand and system management, additional capacity will not prevent congestion in the long term. Hence the requirements for the sponsor to implement all other reasonable strategies when capacity is added.

Access Management - Access management is usually most appropriate for arterials, again because of the greater emphasis on mobility. Less aggressive control standards are desirable for minor arterials, such as driveway spacing, corner clearance, better driveway design which emphasizes through street movements, signal restrictions at private driveways, and limited turn restrictions at driveways.

The sponsor needs to develop an access management plan that balances socioeconomic impacts of access control with the primary mobility function of the minor arterial. The measures listed above need to be implemented, at a minimum, for new access. Since minor arterials are to offer a higher degree of access than principal arterials, completely limiting access is not appropriate. However, access should be encouraged on the lower of two intersecting functional classes.

Intelligent Transportation Systems (ITS) - Some ITS technology is appropriate for minor

arterials. For example, signal timing and coordination enhancements should accommodate communication. Variable message signs may be appropriate at locations such as canyon access points. The sponsor should interface with the regional ATMS as much as possible.

Incident Management - Because minor arterials carry intermediate volumes of traffic, incident management programs are not cost effective for them.

Reversible Lanes - Minor arterials are designed to accommodate a moderate level of access and consequently, turning volumes typically create too much flow conflict for reversible lanes to be feasible. However, if additional capacity is needed where right of way is limited, directional split is greater than or equal to 60/40, and there are at least two lanes in the direction considered, then reversible lanes need to be evaluated.

Ramp Metering - Ramp metering does not apply to minor arterials.

Improving Intersection / Interchange Geometrics - When improving the geometrics of an intersection on a minor arterial, the engineer needs to pay attention to both the mobility and access needs of traffic on the facility.

If right-of-way is available or not excessively expensive, the sponsor needs to incorporate geometric improvements at the intersections, as appropriate for the projected volumes along the project facility and intersecting streets. If plans exist for signal improvements, geometric modifications need to be coordinated with those improvements.

DEMAND MANAGEMENT

Rideshare Programs - Rideshare programs potentially affect many trips on minor arterials connecting to principal arterials carrying work trips to the same or nearby destinations. A regional program is in place, and consequently, no requirements are made of sponsors.

Staggered and Flexible Work Hours - The validity of this strategy is similar to that of rideshare promotion. A regional promotion program is in place, and consequently, no requirements are made of sponsors.

Telecommuting - This strategy is regional in nature. The Transportation Plan for the area assumes that telecommuting will increase modestly in the future. However, no significant effect has been assumed.

Growth Management / Land Use Planning - This strategy is regional in nature. The Transportation Plan for the area assumes that growth management will increase modestly in the future. However, no significant effect has been assumed.

Transit Improvements - Transit improvements are sometimes regional in nature, and sometimes facility specific. Strategies that may be appropriate for minor arterials include transit malls, transit priority systems, limited stop buses, bus transfer centers, and new routes or frequency improvements.

Sponsors need to coordinate with UTA for any of the above items planned for the project section, as well as shelter/bench improvements.

High Occupancy Vehicle (HOV) Lanes - HOV lanes are not appropriate for minor arterials because of their intermediate trip lengths and higher turning volumes.

Walk / Bicycle - Minor arterials are good candidates for walk/bicycle routes, because of the emphasis on through movement, but the relatively lower speed. However, since this strategy is not projected to reduce a substantial number of trips, the only requirement of the sponsor is to coordinate with local governments to ensure that existing bicycle and pedestrian routes/facilities are preserved and that necessary right of way is preserved for planned routes/facilities.

Employer Commute / Trip Reduction Ordinances - Trip reduction ordinances would impact minor arterials. A regional plan is needed for this strategy, but has not yet been developed.

Congestion Pricing - There are presently no likely candidates for congestion pricing.

Parking Management / Increase Parking Costs - This strategy is most appropriate on facilities leading to major employment or activity centers. Techniques vary from instituting peripheral parking to removing on-street parking. Methods such as removing on-street parking are generally more appropriate for arterials with their emphasis on through movement.

Increase Gas or Auto-Related Taxes / Fees - This strategy is regional in nature. The Transportation Plan for the area assumes that taxes and fees will continue to increase at historical rates.

Table 8

**Congestion Management Analysis of New Capacity (widening) Projects
WFRC 2030 Long Range Plan**

COUNTY	Facility	Direction	STREET_N	From	To	Average PM Peak V/C - "No Build"	Average PM Peak V/C - with CMS
DA	Art	East/West	1800 N	Main Sunset	5000 W	1.36	1.19
			200 N	I-15	Legacy Pk	1.33	1.16
				700 E	Hwy-89	1.20	1.06
			500 S	I-15	Legacy Pk	1.62	1.47
			Gentile S	SR-126 (Main)	Oakhills	1.24	1.10
			Main St	Mutton Ho	I-15	1.51	1.32
			Oakhills	1350 E	US-89	1.30	1.19
			Parrish L	I-15	Legacy Pk	1.22	1.08
			Syracuse	1000 W	2000 W	1.27	1.08
				2000 W	4500 W	0.93	0.82
			200 S/700 S	State St Cirfld	Legacy Pk	1.22	1.07
		North/South	2000 W	Syracuse Rd	Weber Co	1.43	1.25
			Fairfield	200 N	SR-193	1.19	1.05
			Main St	Fort Ln	200 N	1.39	1.22
			Redwood Rd	500 S	Salt Lake Co	1.36	1.19
SL	Fwy	North/South	I-15 nb	I-215	US-89	1.21	1.19
				Hillfield Rd	Weber Co.	1.03	0.99
			US-89 nb	I-15	I-84	1.27	1.30
		East/West	10400 S	Redwood R	Bangerter	1.52	1.33
			11400 S	Highland	I-15	1.21	1.07
				Redwood R	Bangerter	1.29	1.14
			11800 S	Bangerter	SR-111	1.98	1.68
			12600 S	Bangerter	5200 W	2.28	1.84
			13400 S	Mtn View	Bangerter	4.42	3.29
			3500 S	Redwood Rd	8400 W	1.33	1.12
			3900 S	2300 E	Highland	1.41	1.23
			4500 S	I-15	State St	1.40	1.18
				2300 E	700 E	1.00	0.86
			4700 S	4000 W	Mtn View	1.35	1.14
				Redwood	I-15	1.29	1.10
			500 S	Surplus Canal	Mtn View	0.94	0.84
			7000 S	3000 E	Big Cotto	1.53	1.34
				Redwood R	Bangerter	1.75	1.51
			7800 S	2700 W	SR-111	2.23	1.87
			9000 S	Bangerter	New Bingham	2.83	2.35
				700 E	1300 E	1.60	1.39
			Californi	Mtn View	Pioneer R	1.12	0.99
			New Bingh	7800 S	SR-111	1.97	1.68
			Porter Rockwel	I-15	Minuteman	2.08	1.71
			10600 S	1300 E	Highland	1.31	1.15
			9400 S	2100 E	Wasatch	1.14	0.97

Table 8 (continued)

**Congestion Management Analysis of New Capacity (widening) Projects
WFRC 2030 Long Range Plan**

COUNTY	Facility	Direction	STREET_N	From	To	Average PM Peak V/C - "No Build"	Average PM Peak V/C - with CMS
		North/South	700 E	9400 S	12300 S	1.37	1.15
			8400 W	SR-201	3500 S	1.50	1.27
			900 E	2900 S	6600 S	1.22	1.04
			Redwood Rd	10400 S	Utah Co.	2.03	1.65
				Davis Co.	1000 N	1.04	0.93
			SR-111	11800 S	5400 S	2.24	1.83
			State St	7200 S	11400 S	1.63	1.42
			Wasatch B	7000 S	Little Co	1.46	1.23
	Fwy	East/West	I-80 eb	State	Parley's Cnyn	0.94	0.88
			SR-201 wb	Jordan River	Mtn View	1.08	1.05
		North/South	I-15 nb	I-215	600 N	1.05	1.02
			I-215 W sb	I-80	300 E	0.98	0.94
			I-15 sb SL	10600 S	Utah Co.	1.18	1.16
WE	Art	East/West	1200 S	I-15	Legacy Pk	1.44	1.24
			12th St	1200 W	Wall Ave	1.07	0.92
			24th St	I-15	Lincoln	1.46	1.28
			4000 S	1900 W	4700 W	0.97	0.86
			5500 S	3500 W	5900 W	1.09	0.96
			Hinckley	I-15	Wall Ave	1.45	1.22
		North/South	1200 W	12th St	400 N	0.89	0.80
			3500 W	Midland D	Davis Co.	1.60	1.38
			Harrison	12th St	US-89	1.19	1.01
			Riverdale	SR-126	Washington	1.28	1.09
	Fwy	North/South	I-15 nb	2700 N	Davis Co.	1.04	1.00
			US-89 nb	I-84	Harrison	1.33	1.37

Table 9

**Congestion Management Analysis of New Capacity (new construction) Projects
WFRC 2030 Long Range Plan**

COUNTY	Direction	Project	From	To	Parallel	Average PM- Peak V/C - "No Build"	Average PM Peak V/C - with CMS
DA	East/West	700 S, Layton	I-15	2700 W	Gentile S	1.82	1.62
		Hillfield Ext	2200 W	3200 W	1000 Nort	1.75	1.56
		Antelope	2200 E	Hwy-89	Antelope	0.78	0.70
	North/South	Legacy NSL	Hwy-89	I-215	I-15	1.09	1.06
		Legacy S Davis	Gentile	Hwy-89	I-15	1.07	1.03
		Legacy N Davis(2)	Weber Co. Line	Syracuse	2000 West	1.08	0.93
		Legacy Cent Davis(126)	Syracuse	Gentile	Main St	0.99	0.85
SL	East/West	10400 S	Bangerter	SR-111	11400 Sou	1.15	0.99
		11400 S	I-15	Redwood	10400S/10600S	1.75	1.50
		12600 S	5200 W	SR-111	12600 Sou	1.85	1.65
		2700 S	4800 W	5600 W	3500 Sout	1.00	0.89
		6200 S	5600 W	SR-111	5400 Sout	1.74	1.55
		9000 S	Bangerter	New Bingham	7800 Sout	1.73	1.49
		Bingham Jct	6800 S	8400 S	700 West	1.73	1.53
		Porter	I-15	Redwood	14600 Sou	2.29	2.05
	North/South	Highland	13800 S	I-15	12300 Sou	1.05	0.90
			9400 S	13800 S	1300 East	1.50	1.30
		MVC	13400 S	Utah Co	I-15	1.32	1.17
			2100 S	13400 S	Bangerter	1.40	1.21
			I-80	2100 S	4000 West	1.02	0.98
WE	East/West	Midland	SR-126	3500 W	Midland D	1.22	1.09
		Monroe	1300 N	2700 N	Washingto	1.25	1.07
		Mountain Rd East	400 E	Canyon	3100 Nort	0.98	0.87
		Mountain Rd West	US-89	400 E	Pleasant	0.62	0.55
		Legacy Weber(2)	5500 S Roy	Weber Co. Line	3500 West	1.27	1.10
		5600 S Connector	I-15	I-84	Riverdale	1.03	0.92
	North/South	4700 W Weber	4000 S	4800 S	3500 West	1.53	1.37

July 13, 2004

Joe Kammerer, Project Manager
UDOT - Region 2
2010 South 2760 West
Salt Lake City, UT 84104

Re: River Park

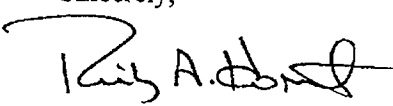
Dear Mr. Kammerer:

Please be advised that South Jordan City did adopt on September 1, 1992, the South Jordan Riverway Park Master Plan. The plan underwent public review by virtue of workshops and public hearings with both the City Planning Commission and City Council. The plan was a compilation of staff effort, consultant involvement, and the park and recreation citizen committee. The City has since developed a significant portion of the park and trail plan, inclusive of the area adjacent to the 11400 South right-of-way and Riverpark Drive. Both River Park Drive and the adjacent River Park were developed in accordance with the Master Plan and the Master Transportation Plan, which clearly designates the proposed 11400 South corridor. As a matter of fact, the City did purchase nearly all of the 11400 corridor right-of-way in conjunction with purchases of adjacent lands in support of our Riverway Park Master Plan. It has been anticipated as far back as the 1980's that the transportation corridor would cross both the river and park. Such plans were realized, considered, and incorporated into the Riverway Park Master Plan prior to its adoption.

The City has, and continues to coordinate efforts with the State Department of Natural Resources, Division of Parks and Recreation. Recent efforts centered on the connection of a trail system on the east side of the river to the trail system on the west side of the river. Originally, the City sought to install a pedestrian bridge in order to provide for the river crossing and trail access. Representatives of the Department asked us to forgo our efforts for a pedestrian crossing and granted support for a pedestrian crossing as a part of the proposed bridge system to be constructed with the 11400 South transportation system. These efforts and communications can be documented via the Office of Development Services with the City of South Jordan.

The City of South Jordan continues to work very closely with UDOT and the 11400 South EIS team to develop a plan that aligns with the City's master transportation and park plans. We are confident that planning and design efforts will conform to our designated goals and objectives in accordance with both plans.

Sincerely,


Ricky A. Horst
City Manager

Cc: File

Council Member-David W. Colton
Council Member-Ann Gayheart
Council Member-Bradley G. Marlor
Council Member-Mary Wenner
Council Member-Leona Winger



Mayor-William Kent Money
City Manager-Ricky A. Horst
Deputy City Manager-Save Noble



State of Utah

Department of
Natural Resources

ROBERT L. MORGAN
Executive Director

Division of
Parks & Recreation

MARY L. TULLIUS
Division Director

OLENE S. WALKER
Governor

GAYLE F. McKEACHNIE
Lieutenant Governor

July 20, 2004

Mr. Joe Kammerer, Project Manager
UDOT, Region 2
2010 South 2760 West
Salt Lake City, UT 84104-4592

Re: State Park Information Regarding the Jordan River State Parkway;
Ongoing Consultation Regarding Planning and Analysis of Potential 114th
South Crossing

Dear Mr. Kammerer:

This letter serves to document, in general terms, some of the consultation and coordination that has taken place between UDOT and State Parks regarding a potential roadway river crossing of the Jordan River State Parkway at approximately 114th South. It also sets forth the general position of State Parks regarding a 114th South crossing.

At the outset, we note that State Parks does not consider a 114th South road crossing to be inconsistent with plans for, or public use of, the Jordan River State Parkway. There are a number of road crossings, trail crossings, bridges and other structures across the Parkway, some that predated creation of the Parkway concept and some that have been permitted and constructed since. State Parks has always recognized the "urban" nature of the Parkway and understood that east-west road and trail crossings are needed to serve the growing transportation needs of the Salt Lake Valley, and that such crossings, so long as appropriately located and designed, are not inconsistent with Parkway plans, purposes or uses.

Consistent with that understanding, State Parks has worked with UDOT in the establishment of road crossings of the Parkway by I-215, Bangerter Highway, and several other UDOT-sponsored projects in the middle and southern parts of the Salt Valley. State Parks has long recognized that, consistent with regional and local transportation plans for the area, there would eventually be an additional road crossing at 114th South. Accordingly, a road crossing at 114th South has long been an integral part of State Park's planning for the Parkway in this part of the valley. So long as the crossing is appropriately designed, in consultation with State Parks

and the local planning authorities, we does not consider it to be inconsistent with, or an unacceptable use of, the Parkway.

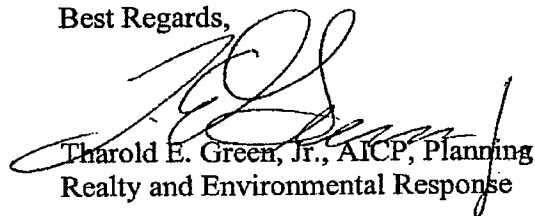
In terms of consultation and the appropriateness of design, State Parks has been in contact with you and other UDOT representatives, and with members of the planning staffs for the local jurisdictions (South Jordan and Draper), for several years, including a number of more detailed meetings and discussions since 2002. Some of those discussions have taken place in the context of a series of meetings of the Jordan River Natural Areas Forum, where UDOT has made special presentations on concepts and design response proposals. During these consultations, State Parks has emphasized the following elements that should be incorporated or considered for a road crossing at 114th South:

- The Jordan River Parkway is under the jurisdiction of the Utah Division of Parks and Recreation, Department of Natural Resources. During the past 6 years there has not been consistent annual funding for Parkway development, including facility improvements. Most major developments have resulted from private, local and federal governmental grant dollars: occasionally state trail or river enhancement dollars as they became available;
- The Division works closely with the local communities that are willing to contribute parkway development funds to ensure facilities are compatible with Parkway goals and are an asset to the community; e.g., adequate height and width under bridges to allow pedestrian river access; safe and convenient access points to river paths and trails; revegetation for wildlife habitat and scenic value; removal of river navigational hazards, and appropriate parkway signage, etc.;
- Public access beneath bridges and along river banks should be preserved and/or enhanced, and efforts should be made to minimize the visual and noise effects of bridge and road facilities to park users, as practical;
- Water quality and cultural resources should be protected;
- Impacts to wildlife habitat and fishery habitat from road and bridge facilities should be minimized and efforts made to improve such habitat in adjacent areas;
- The transportation facilities should be designed to minimize potential flood damage to private, public and park facilities;
- The transportation facilities should not interfere with public access to the river-side trail that currently ends just north of 114th South and is planned to extend to 12300 South, and if practical should enhance access to the trail (consistent with the goal of the Governor's Olympics Trail Initiative to provide trail access within 10 minutes of local residents). This trail is the primary park feature currently planned for the Parkway in this area; and

- To minimize bridge crossings over the Jordan River while encouraging non-motorized access and fitness trails along the river and east/west access to the river trail system, either an upstream bridge and eastside trail, or a contiguous bridge near the proposed 114th South bridge structure, should be considered.

It is our opinion that to date UDOT and its representatives have appropriately acknowledged these considerations and concerns in the analysis and planning of a potential road crossing of the Parkway at 114th South, and have been appropriately mindful of State Park's jurisdiction of the potentially affected lands. We look forward to a continuation of this productive working relationship as UDOT advances analysis and planning of a potential 114th South crossing of the Jordan River Parkway.

Best Regards,



Tharold E. Green, Jr., AICP, Planning
Realty and Environmental Response

cc: Lyle T. Bennett, River Enhancement Grants Coordinator
Steve Roberts, Deputy Director, Administrative Services

Jordan School District

A Full Spectrum of Educational Opportunities



Barry L. Newbold, Ed.D.
Superintendent of Schools

9150 South 500 West
Sandy, Utah 84070

Auxiliary Services

Steve Woods
Executive Director

801 567-8751 Phone
801 567-8780 Fax
steve.woods@jordan.k12.ut.us

Herb Jensen
Staff Assistant

801 567-8752 Phone
801 567-8780 Fax
herb.jensen@jordan.k12.ut.us

August 19, 2004

Joe Kammerer
756 East Winchester Street
Salt Lake City, UT 84107

Dear Mr. Kammerer,

Thank you for your letter regarding the 11400 South Project. We appreciate being consulted in this issue that is located in close proximity to a number of our schools.

Our major concern is safety. This would include an awareness of pedestrians and school buses as the plans are developed. As your project team is evaluating proposed alternatives, we would be happy to provide information or answer questions as they arise.

Sincerely,

A handwritten signature in black ink, appearing to read 'Herb Jensen'.

Herb Jensen
Staff Assistant
Auxiliary Services

HJ/ss



September 8, 2004

Joe Kammerer
Utah Department of Transportation
Region 2
2010 South 2760 West
Salt Lake City, UT 84104-4592

RE: 11400 South EIS – recreational property impacts

Dear Mr. Kammerer:

The Draper City staff and the Draper City Parks and Trails Committee have reviewed the potential impacts to the city's proposed and existing recreational property. We have the following comments for the following properties:

- **Willow Creek Parkway:** The Parks, Trails, and Recreation Master Plan identifies a proposed trail within an open space corridor along Willow Creek, from 11400 South to approximately 12000 South. Currently this parkway is undeveloped, and there are no funds appropriated in the city's 5-year Capital Improvement Plan. The property adjacent to 11400 South was acquired by UDOT and transferred to Draper City. The City recognizes that the property was acquired for the joint use of a detention facility and a linear parkway and trail. Any proposed widening of 11400 South and detention pond, as proposed in Alternatives 1, 4, and 7, must accommodate the proposed trail on the east side of the creek, as well as being sensitive to the natural environment in the final construction, thus being compatible with the planned open space corridor.
- **Jordan River Parkway Trail @ 11400 South:** The Parks, Trails, and Recreation Master Plan identifies a proposed trail within an open space corridor along the Jordan River in this area. Currently the trail is not constructed to 11400 South. However, the trail from 11400 South to 11800 South, on the east side of the river, is anticipated to be constructed in the Spring of 2005. A separated trail crossing is identified in the Parks, Trails, and Recreation Master Plan under the proposed 11400 South bridge as identified in the city's Master Transportation Plan. Any proposed bridge at 11400 South, as proposed in Alternatives 1, 4, and 7, must accommodate the required trail crossing.
- **Jordan River Parkway Trail @ 12300 South:** The Parks, Trails, and Recreation Master Plan identifies proposed trails within an open space corridor along the Jordan River in this area. Currently the Jordan River Parkway Trail is accommodated under the 12300 South bridge on the east side. Any widening of the bridge, as proposed in Alternative 1 and 3A, must continue to accommodate the trail under the bridge, to be consistent with the Parks, Trails, and Recreation Master Plan.
- **Jordan River Rotary Park:** The master plan for this park includes various park amenities, including playground, pavilion, restrooms, and trail head parking. Currently this park is partially developed with a parking lot and restroom. The full development of the park is planned to be completed within 2-years. While the widening of 12300 South as shown in alternatives 1 and 3A would not encroach into the existing amenities, it would create a proximity impact to both

September 8, 2004

existing and future amenities. Proposed park amenities, including the basketball court, equestrian trail, and picnic area would be significantly impacted by any widening of 12300 South.

- Galena Hill Community Park: The master plan for this park includes various park amenities, including playgrounds, pavilions, restrooms, tennis courts, basketball courts, and recreational fields. Currently this park is undeveloped. However, the development of the park is planned to be completed within 5-years, with development commencing in 2005. Once the park has been developed, alternatives 1 and 3A would create a significant impact, as the proposed temporary shoofly would impact various park amenities, such as soccer fields, tennis courts, basketball courts, volleyball court, and a playground.

We appreciate the opportunity to review and comment on the potential impacts to the city's existing and proposed recreational properties, and will be available for any further review and comment that you may need as your project proceeds forward. Please let us know if you have any questions.

Sincerely,



Bill Powell
Public Works Director

CC: Don Overson, Draper City Engineer
Brad Jensen, Draper City Engineering Associate

September 9, 2004

Utah Department of Transportation
C/o Joe Kammerer, P.E.
2010 South 2760 West
Salt Lake City, UT 84104-4592

Re: 11400 South Project

Dear Mr. Kammerer:

Please accept this letter in further clarification of the position held by the City of South Jordan as it relates Alternative 4. You have heretofore been advised of our position by means of letter and resolution of the City Council wherein we have designated Alternative 4 as the Preferred Alternative with one exception. The exception was to eliminate the proposed widening of 10600 South to accommodate additional lanes. We wish to clarify that while the City does not support the widening of 10600 South for reasons as presented, we also prefer not to have the lanes re-stripped unless and until it becomes absolutely necessary to do so. We would like to further state for the record, that we would support the widening of 10600 South in the area commencing with Riverfront Drive and proceeding east to I-15. It is realized that the widening in this location would assist in the transition at the I-15 interchange and would pose little to no impact on those areas of concern for the City.

Sincerely,


Ricky A. Horst
City Manager

Cc: Gary Whatcott, A.C.M. Development Services
File

Council Member-Ann Gayheart
Council Member-Bradley G. Marlor
Council Member-David W. Colton
Council Member-Leona Winger
Council Member-Mary Wenner



Mayor-William Kent Money

City Manager-Ricky A. Horst

1600 West Towne Center Drive / South Jordan, UT 84095 / Telephone (801) 254-3742 / Fax (801) 254-3393

e-mail: info@ci.south-jordan.ut.us www.ci.south-jordan.ut.us



Joe Kammerer
Project Manager
UDOT Region II
2010 S. 2760 W.
Salt Lake City, UT. 84104-4592

September 9, 2004

Dear Mr. Kammerer,

I have reviewed the portion of the EIS study that was conducted for the 12600 south road-widening project. Specifically the section located at 1450 W., which is the location of the new Riverton Skate Park.

After reviewing the plan, I do have a concern about the safety of the young people that will be using the Skate Park. If the road were to be widened on the south side of 12600, it would only leave a fifteen-foot setback from the sidewalk.

Due to the design of the park, the more experienced skaters will be using the north side of the park; this is where the bowls are located, Skaters will be skating up out of the bowl at varying speeds according to their abilities. At times they will be skating directly towards the road. When the skate park design was approved by the city council, we were comfortable with the set backs, expecting the road was being widened for the final time.

Also according to the approved site plan, there is no fencing plan in the project. It was decided by City Council to put the park at that particular location for a variety of reasons. The decision was made after the road-widening plan was approved and it was determined this was the best and safest location. Widening the road in my opinion would take away the safety buffer that was determined at the very beginning of the project.

I would however like to thank your organization asking for input on this project, I appreciate the opportunity to have input on the project. If you have further questions or concerns please feel free to contact me at 801-208-3120.

Sincerely,

Sheril Garn
Riverton City Recreation & Community Events Dir.

SOUTH JORDAN HISTORICAL COMMITTEE
Response to URS inquiries

1. ½ House 11400 South 1300 West
 - a. This home is historically significant. It is unique, and many stories surround its character. It has some very nice architectural detailing. To my knowledge someone now lives in the home. I do not know if it is economically feasible to restore this home. As a Historical committee we would relinquish interest in this home if mitigation monies could be transferred the South Jordan Auditorium on 1300 West and 10400 South.
2. Small House on the southwest corner of 11400 South and 1300 West.
 - a. I know of no significance to this bungalow either historically or architecturally. It's age only makes it of interest.
3. 11395 South Redwood Road. (House covered by trees)
 - a. This 1910 Victorian home is architecturally significant to South Jordan History. Because of years of neglect I do not know if it is economically feasible to restore this home. We would relinquish interest in preserving this home if mitigation monies could be transferred to saving the South Jordan Auditorium.
4. The Old Gailey Home on Shields Lane. This is a very Historically significant home. The oldest residence in South Jordan. Unfortunately efforts to save this home failed and it was demolished earlier this year.
5. You ask about the South Jordan Auditorium located 1300 W. 10400 S.
 - a. It is one of only two commercial historic structures remaining in South Jordan. It was built in 1929 and was the center of all social, cultural, and religious gatherings in early South Jordan. Plays, recitals, sports events, dances, dinners, church and civil activities were held in this little auditorium.
 - b. As a historical committee we have a great interest in preserving this part of South Jordan's past.

*Faxed from Joey Clegg, South Jordan City CLG
representative on Sept. 10, 2004; 11:15 am*



State of Utah

OLENE S. WALKER
Governor

GAYLE McKEACHNIE
Lieutenant Governor

DEPARTMENT OF TRANSPORTATION

JOHN R. NJORD, P.E.
Executive Director

CARLOS M. BRACERAS, P.E.
Deputy Director

September 22, 2004

Ms. Barbara Murphy, Deputy SHPO-Preservation
Division of State History
300 Rio Grande
Salt Lake City, Utah 84101-1182

RE: UDOT Project No.SP-0151(1)0: 11400 South EIS Project, Salt Lake County, Utah. Determinations of Eligibility, Finding of Adverse Effect, and Proposed Mitigation.

Dear Ms. Murphy:

The Federal Highway Administration (FHWA) and the Utah Department of Transportation, in partnership with the cities of South Jordan, Riverton, Sandy, and Draper, are considering improvements on east-west corridors in the southwest portion of the Salt Lake Valley. FHWA is serving as the lead agency for the Environmental Impact Statement (EIS) that is currently being prepared. The study area for the EIS extends from 700 East to Bangerter Highway, and from 10600/10400 South to 12300/12600 South. The purpose of the project is to maintain, protect, and improve the quality of life by improving mobility and providing transportation infrastructure to support economic development within the study area through the year 2030. Four build alternatives and the no-build alternative have been carried through the EIS for detailed analysis. The components of each of the build alternatives are presented in Table 1 and Figures 1 and 2. A Preferred Alternative will be recommended in the Final EIS.

Table 1. Summary of Improvements by Alternative

Improvement	1	3A	4	7
Widen 10400 S to six lanes from Bangerter Hwy to just west of Redwood Rd	X	X		
Widen 10600 S to six lanes from just west of Redwood Rd to Jordan Gateway	X	X		X
Widen 10600 South to six lanes from River Front Parkway to Jordan Gateway			X	
Widen 12300/12600 S to six lanes from Bangerter Hwy to Lone Peak Pkwy	X	X		
Widen 11400 S from Bangerter Hwy to State Street with a new river crossing and intersection	X		X	X

Improvement	1	3A	4	7
improvements at 11400 S and Bangerter Hwy				
Add two-lane I-15 underpass at 11000 S	X	X		
Add two-lane I-15 overpass at 11800 S	X	X		
Modifications to I-15 interchange at 10600 S (triple left southbound to eastbound)	X	X	X	X
Widen State St to six lanes from 12300 S to 11400 S	X			
Widen Jordan Gateway/Lone Peak Pkwy to six lanes from 12300 S to 10600 S		X		X
Add a new interchange with I-15 at 11400 S			X	
Intersection improvements on Jordan Gateway/Lone Peak Pkwy at 10600 S, 11400 S, and 12300 S			X	

In accordance with Section 106 of the National Historic Preservation Act of 1966, as amended, 16 U.S.C. § 470 et seq., and Utah Code Annotated (U.C.A.) § 9-8-404, the FHWA, in partnership with the Utah Department of Transportation (UDOT), is taking into account the effects of this undertaking on historic properties¹, and will afford the Advisory Council on Historic Preservation (Council) and the USHPO an opportunity to comment on the undertaking. Please review this letter and, providing you agree with the finding contained herein, sign and date the signature line at the end of this letter.

Native American consultation was initiated by sending letters requesting information on any historic properties of traditional religious and/or cultural importance and notification of interest in being a consulting party on the project. Letters were sent to the Skull Valley Band of Goshute Indians, Shoshone-Bannock Tribes, Northwestern Band of Shoshone Nation, Confederated Tribes of Goshute Nation, and the Uintah and Ouray Ute Tribes. The Shoshone-Bannock Tribes responded with a request for a copy of the survey report, as well as a copy of the EIS for comment. Although the Skull Valley Goshute Tribe did not respond in writing, they have notified FHWA that they intend to be involved in consultation for all federal projects in the valley. A copy of the archaeological report has been sent to both tribes for review. Letters requesting information and notification of concerns were sent to the Riverton Historical Society, the Draper Historic Preservation Commission, the Sandy Certified Local Government (CLG), the South Jordan Historical Society, and the Utah Heritage Foundation. Although no written responses were received, representatives from UDOT and URS (the consultant preparing the EIS) have met with representatives from each group to discuss the project, areas of concern, and possible

¹ "Historic property", for purposes of Section 106, is defined in 36 CFR § 800.16(l)(1) as a prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in, the National Register of Historic Places (NRHP). Utah Code, Title 9, also affords protection to properties included in, or eligible for, the State Register (U.C.A. § 9-8-404).

mitigation measures. Copies of the reports have been sent to all groups and consultation will continue throughout the project.

An archaeological survey and a selective reconnaissance level survey of buildings were conducted for this project by URS. Two reports have been prepared and are enclosed: *11400 South EIS Project, Salt Lake County, Utah: Results of an Intensive Archaeological Survey*, by Gordon Tucker, and *11400 South EIS Project, Salt Lake County, Utah: Results of a Selective Reconnaissance Architectural Survey*, by Robert Mutaw and Christine Wiltberger. The archaeological survey included only those open areas on potential alternatives corridors that had not been previously surveyed and focused on three general areas: a large area in the Jordan River Valley, where the highway alternatives will cross; along 11400 South and 11800 South; and areas along the Jordan Gateway/Lone Peak Parkway. A total of 16 land parcels were intensively surveyed, for a total of 258.2 acres. The survey corridor for the unsurveyed areas was 100 m (300 ft) wide on both sides of the existing road. The initial selective reconnaissance survey included only those buildings in the study area that had not been previously documented. Most of the buildings in the study area that were constructed during the historic period (before 1959) have been documented during previous studies. The purpose of the current study was to document the remainder of the historic buildings that had not been previously recorded.

Initial inventories conducted for UDOT projects are generally reconnaissance level surveys, which are designed to deal with large groups of buildings, either along the project corridor or in a wider community, and might or might not be accompanied by a historic context. In accordance with the USHPO *Standard Operating Procedures for Reconnaissance Level Surveys* (1995), the "primary purpose is to provide a 'first cut' of buildings in a given area which appear to be eligible for listing in the National Register of Historic Places. Reconnaissance survey involves only a visual evaluation of properties, not an assessment of associated historical events or individuals" (USHPO 1995:1). During the reconnaissance survey, "properties identified as 'eligible' ... must meet National Register age and integrity requirements... This means they should retain most of their original appearance and be at least 50 years old" (USHPO 1995:1). The UDOT generally uses a cut-off of at least 45 years old because there is often at least five years between approval of the environmental document and the actual construction. Using this age criterion generally prevents having to conduct a re-evaluation right before construction. The "second cut" is often (but not always) completion of the intensive level survey (or ILS) as outlined in the USHPO *Standard Operating Procedures for Intensive Level Survey* (1993), whereby the property is more thoroughly researched, documented, and evaluated, and the Historic Site Form is completed. The ILS is often done as part of mitigation of adverse effects on the historic property. The enclosed report documents the results of the first-cut, reconnaissance level survey for previously undocumented buildings, and a re-evaluation of potentially impacted buildings. This re-evaluation is not an ILS, but is based on more detailed integrity criteria for eligibility that are based on the historic context of the study area. Additional consideration is given to those buildings that have been identified by the communities as having local significance.

As part of the USHPO procedures for reconnaissance surveys, additional eligibility ratings are applied to each property:

"A – Eligible. Built within the historic period and retains integrity; excellent example of a style of type; unaltered or only minor alterations or additions; individually eligible for the National Register under criterion "C"; also buildings of known historical significance.

B – Eligible. Built within the historic periods and retains integrity; good example of a style or type, but not as well preserved or well executed as "A" buildings; more substantial alterations or additions than "A" buildings, though overall integrity is retained; eligible for National Register as part of a potential historic district or primarily for historical, rather than architectural, reasons (which cannot be determined at this point).

C – Ineligible. Built during the historic period but has had major alterations or additions; no longer retains integrity.

D – Out of period. Constructed outside the historic period."

Buildings rated eligible under USHPO A or B categories may be eligible under National Register Criterion A², but B-rated historic buildings generally are eligible only as contributing properties to a historic district or as part of a Multiple Property submission. USHPO A-rated historic buildings and structures can be nominated alone under National Register Criterion C if they meet the age and integrity requirements. Under National Register Criterion C, "retention of design, workmanship, and materials will usually be more important than location, setting, feeling, and association" (Andrus 1997:48). If a property is eligible under National Register Criterion A or B, integrity of design and workmanship might not be as important.

The boundaries drawn for the eligible properties are generally defined by the tax parcel. National Register Bulletin 16A (page 56) suggests that for urban and suburban properties, the legally recorded parcel number or lot lines are appropriate when those parcels retain their historic boundaries and integrity. National Register Bulletin 21 (page 3) states "Boundaries should include surrounding land that contributes to the significance of the resources by functioning as the setting... For example, do not limit the property to the footprint of the building, but include its yard or grounds ..." Along many roads in the Salt Lake Valley, the tax parcel goes to the center of the street. Because the road and its associated features are there often by prescriptive use, the part of the private property

² National Register Criteria for Evaluation: The quality of significance in American history, architecture, archeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association and (a) that are associated with events that have made a significant contribution to the broad patterns of our history; or (b) that are associated with the lives of persons significant in our past; or (c) that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or (d) that have yielded, or may be likely to yield, information important in prehistory or history.

under these transportation features does not retain integrity, and the boundary is drawn behind these features, generally behind the sidewalk. The front yard of a residence represents the transitional zone between public and private use of space. Although many of the older homes in the study area were once part of larger farmsteads, these farms have been broken up and subdivided, especially post-WWII. The result is that for most of these properties, it is only the property now defined by the current tax parcel boundary that retains integrity. If there are outbuildings, landscape features, natural features, or other elements that contribute to conveying the property's significance, boundaries are drawn as appropriate so that the historic use of the property and retention of elements of integrity related to that use are included.

Three new sites and six isolated finds (IFs) were documented during the current archaeological survey (Table 2). The isolated finds include sun-colored amethyst glass shards, isolated ditch laterals, and an isolated concrete slab foundation. Undocumented segments of five previously recorded linear sites (canals) were documented as well. A total of 34 structures in the APE that had not been previously recorded were documented during the selective reconnaissance level survey (Table 2).

Site 42SL363 is a large scatter of historic artifacts spread over more than 10 acres. Artifacts include bottle glass, ceramics, metal items, bricks, and slag. No structures or features were identified. Most of the artifacts date from the 1940s and 1950s. The site was once a gravel pit that has since been reclaimed. Although the site retains most elements of integrity, it does not meet any of the criteria for eligibility for the National Register of Historic Places (NRHP). URS recommended it not eligible for the NRHP; FHWA and UDOT concur and have determined the site **not eligible**.

Site 42SL364 is a low, L-shaped concrete wall, an associated driveway, a flowerbed and a modern wooden fence. Two small headgates divert water from a concrete-lined ditch that runs on the north side of the modern fence. This feature is interpreted as the remains of a small residence, which is shown on records at the Salt Lake County Assessor's office to have been built in 1928. This site lacks integrity of all elements except location and does not meet any of the criterion for eligibility for the National Register. Archaeological deposits are not evident. URS recommended it not eligible for the NRHP; FHWA and UDOT concur and have determined the site **not eligible**.

Site 42SL365 consists of the foundations of five structures, three ditch segments, and perimeter fencing. The ditches run north to south across the site. At the northern end of one of the ditches is a concrete headgate, with "1950" inscribed on it. Although no historical records were found, the site is interpreted as a residence with outbuildings, dating to at least the 1950s. This site lacks integrity of all elements except location and does not meet any of the criterion for eligibility for the National Register. Archaeological deposits are not evident. URS recommended it not eligible for the NRHP; FHWA and UDOT concur and have determined the site **not eligible**.

Table 2. Newly Recorded Historic Structures, Archaeological Sites, and Segments of Previously Recorded Linear Sites

Address	Construction Date	Style/Type	SHPO Rating	NRHP Determination
Sandy				
43 E 11000 S	1954	WWII-Era Cottage	C	Not Eligible
45 E 11000 S	1956	WWII-Era Cottage	B	Eligible
88 E 11000 S	1946	WWII-Era Cottage	C	Not Eligible
140 E 11000 S	1950	WWII-Era Cottage with Garage	C	Not Eligible
314 E 11000 S	1925	Early 20 th Century / Other	C	Not Eligible
Draper				
11490 S 700 W	1948	WWII-Era Cottage	C	Not Eligible
11560 S 700 W	1890	Victorian/ Central Block w/Projecting Bays	B	Eligible
11580 S 700 W	c. 1930	Early 20 th Century/Bungalow	C	Not Eligible
11582 S 700 W	1918	Early 20 th Century/Bungalow	C	Not Eligible
11875 S 700 W	1955	WWII/Post-War/ Early Ranch/Rambler	C	Not Eligible
11915 S 700 W	1950	WWII-Era Cottage	C	Not Eligible
12251 S 700 W	1940	Other Residential Type	C	Not Eligible
11868 S Kimballs Way	c. 1946	WWII-Era Cottage	C	Not Eligible
Riverton				
1825 W 11800 S	1950	WWII-Era Cottage w/Garage	C	Not Eligible
2226 W 11800 S	1928	Period Cottage	C	Not Eligible
2265 W 11800 S	1954	WWII/Post-War/Other	C	Not Eligible
2285 W 11800 S	1928	Early 20 th Century/Bungalow	C	Not Eligible
2295 W 11800 S	1926	Period Cottage	C	Not Eligible
2345 W 11800 S	1923	Early 20 th Century/ Other	C	Not Eligible
2356 W 11800 S	1947	WWII/Post-War/Early Ranch/Rambler	C	Not Eligible
12012 S 3600 W	1949	WWII-Era Cottage	B	Eligible
12408 S 3600 W	c. 1940	WWII-Era Cottage	C	Not Eligible
12432 S 3600 W	c. 1940	WWII-Era Cottage	B	Eligible
12442 S 3600 W	c. 1940	WWII-Era Cottage	C	Not Eligible
11722 S 1300 W	1947	WWII/Post-War/Basement	B	Eligible
11976 S 1300 W	c. 1930	Early 20 th Century	C	Not Eligible
11980 S 1300 W	1964	Ranch/Rambler	D	Not Eligible
11981 S 1300 W	1952	WWII/Post-War/Basement	B	Eligible
South Jordan				
11977 S 3600 W	c. 1925	Early 20 th Century/Bungalow	B	Eligible
2497 W 11400 S	1954	Post-WWII Other	C	Not Eligible

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Address	Construction Date	Style/Type	SHPO Rating	NRHP Determination
2555 W 11400 S	1956	WWII/Post-War/Ranch/Rambler	C	Not Eligible
3113 W 11400 S	1957	WWII/Post-War/Ranch w/Garage	B	Eligible
3414 W 11400 S	1938	Other	C	Not Eligible
11719 S 1300 W	c. 1950	WWII/Post-War/Basement	B	Eligible
Archaeological Sites				
42SL214 (Jordan and Salt Lake City Canal)	1879-1882	Canal	N/A	Eligible
42SL284 (Galena Canal)	1873	Canal	N/A	Eligible
42SL286 (Utah Lake Distributing Canal)	1908?/1931?	Canal	N/A	Eligible
42SL297 (Beckstead Ditch)	1859	Canal	N/A	Eligible
42SL307 (Utah and Salt Lake Canal)	1872, 1881	Canal	N/A	Eligible
42SL363	1940s, 1950s	Trash scatter	N/A	Not Eligible
42SL364	1928?	Concrete wall	N/A	Not Eligible
42SL365	1950s?	Foundations, ditches, and fencing	N/A	Not Eligible

Two previously undocumented segments of the Jordan and Salt Lake City Canal (42SL214) were recorded. This site has been previously determined **eligible** for listing on the NRHP. These newly recorded segments retain all elements of integrity and contribute to the eligibility of the overall site.

One previously undocumented segment of the Galena Canal (42SL284) was recorded for the current project. Although the Galena Canal is no longer in use, it retains all elements of integrity and has been previously determined **eligible** for the NRHP. These newly recorded segments retain all elements of integrity and contribute to the eligibility of the overall site.

One previously undocumented segment of the Utah Lake Distributing Canal (42SL286) was recorded for the current project. This site has been previously determined **eligible** for listing on the NRHP. These newly recorded segments retain all elements of integrity and contribute to the eligibility of the overall site.

One previously undocumented segment of the Beckstead Ditch (42SL297) was recorded for the current project. This site has been previously determined **eligible** for listing on the NRHP. These newly recorded segments retain all elements of integrity and contribute to the eligibility of the overall site.

One previously undocumented segment of the Utah and Salt Lake Canal (42SL307) was recorded for the current project. This site has been previously determined **eligible** for listing on the NRHP. These newly recorded segments retain all elements of integrity and contribute to the eligibility of the overall site.

The selective reconnaissance level survey of the undocumented resources in the APE resulted in the documentation of a total of 34 structures that had not been previously recorded (Table 2). The structures are located throughout the APE but are concentrated on seven streets: 700 West, 1300 West, 3600 West, 1100 South, 11400 South, 11800 South, and Kimballs Way. Fifteen of the structures are located within Riverton, eight are in Draper, five are in Sandy, and six are in South Jordan. The oldest structure was built in 1890, while the most recent is dated 1964. The majority of the structures date from the 1940s and 1950s and are Minimal Traditional and Ranch styles, but Victorian forms, Bungalows, and other styles are represented as well. URS has made recommendations on National Register eligibility. FHWA and UDOT, in consultation with your office (meeting August 26, 2004), have made determinations that often differ from those made by URS; Table 2 reflects the final determinations. Nine structures have been determined **eligible** for the NRHP, 24 have been determined **not eligible**, and 1 is **out-of-period** (post-1959).

Of the 34 newly recorded structures, only 4 structures are within the roadway corridors that are included in the proposed alternatives that are being carried forward in the EIS. However, 43 of the previously recorded historic properties (2 properties have 2 in-period structures and the Fairbourn Farmsteads Historic District is considered 1 historic

property even though it comprises a number of structures) are located within the area of the proposed alternatives for the current project. All 47 properties were re-evaluated for eligibility, using criteria for both residential and commercial structures that were developed for the registration requirements for Multiple Property Submissions for three of the four cities in the 11400 South study area. Each of the properties was compared to the registration requirements and assessed as to whether it met the requirements or not.

Again, URS has made recommendations on National Register eligibility. FHWA and UDOT, in consultation with your office (meeting August 26, 2004), have made determinations that often differ from those made by URS; Table 3 and Appendix H in the architectural survey report reflect the final determinations. Thirty-seven of the re-evaluated properties and the Fairbourn Historic District have been determined **eligible**, and 9 have been determined **not eligible** for the NRHP. Table 3 also lists the eligible linear archaeological sites that are within the area of the proposed alternatives (n=7). For those properties determined eligible, the historic boundaries have been defined, based on the criteria outlined above.

The Fairbourn Farmsteads Historic District includes numerous residences and a variety of outbuildings and cultural features that comprise the Fairbourn family farm complex. This district has been determined eligible, with SHPO concurrence obtained in January, 2004 (letter from UDOT dated December 17, 2003). The properties that make up this district include the parcel at 175 W 11400 S, the parcel at 170 W 11400 S, the parcel at 180 W 11400 S, and the parcel at 260 W 11400 S. This district provides historical data on the evolution of a complex of family farms that individually and collectively reflect the struggles and successes of an agrarian lifestyle dating from the 1880s to the present. The areas of significance of the Fairbourn Farmsteads Historic District include: A, Agriculture; B, Association with William Fairbourn; and C, Architecture and Land-Use Patterns. The period of significance is 1883 to 1954.

Effect is defined in 36 CFR Part 800.16(i) as "alteration to the characteristics of a historic property qualifying it for inclusion in or eligibility for the National Register". An adverse effect is found "when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association" [36 CFR Part 800.5(a)(1)]. A finding of no adverse effect is made "when the undertaking's effects do not meet the criteria of paragraph (a)(1) of this section" [36 CFR Part 800.5(a)(3)(b)].

In consultation with the Utah SHPO, the following criteria were used to evaluate effects of the project on historic properties: 1) No Effect – The impacts from the alternative do not encroach on any part of the boundary defined for the historic property; 2) No Adverse Effect – The impacts from the build alternative are within the boundary of the historic property, but do not result in the alteration of the characteristics that qualify it for listing on the National Register in a manner that would diminish any of the relevant aspects of integrity. In general, a no adverse effect is found when a strip of land from the parcel is

Table 3. Re-Evaluated Properties on Alternatives Corridors

Address	Year Built	Style/Type	NRHP Eligibility Determination	Historic Boundary
Draper				
437 W 11400 S (aka 455 W 11400 S)	1923	Early 20 th Century/Bungalow	Eligible	Parcel
191 W 12300 S	1954	Post WWII/Other Residential Type	Eligible	Parcel
274 W 12300 S	1899	Early 20 th Century/Other Residential Type	Eligible	Parcel
390 W 12300 S	1910	20 th Century Vernacular/Single Cell	Eligible	Parcel
611 W 12300 S	1949	Post War Other	Eligible	Building
675 W 12300 S	1938	Minimal Traditional/WWII-Era Cottage	Eligible	Parcel
681 W 12300 S	1938	WWII Other	Eligible	Parcel
692 W 12300 S (aka 691 W 12300 S)	1920	Early 20 th Century Other	Eligible	Parcel
736 W 12300 S	1950	Post-War Ranch	Eligible	Parcel
11450 S State (aka 11440 S State)	1900	Victorian Eclectic/Central Block with Projecting Bays	Eligible	Building
11613 S State	1910	Victorian Eclectic/Central Block with Projecting Bays	Eligible	Building, Front Yard, Outbuildings
11687 S State	1950	Post-War Other	Eligible	Parcel
11550 S 260 W	1910	Classical/Hall Parlor	Eligible	Parcel
11450 S 800 W (aka 11450 S 700 W)	1920	Early 20 th Century/Bungalow	Eligible	Parcel
Riverton				
1396 W 12600 S	1916	Early 20 th Century/Other	Eligible	Parcel
1512 W 12600 S	1955	Post War Early Ranch	Eligible	Parcel
1526 W 12600 S	1949	Minimal Traditional/WWII-Era Cottage	Eligible	Parcel
1604 W 12600 S	1. 1905 2. 1939	1. Victorian Eclectic/Central Block with Projecting Bays 2. WWII Other	1. Eligible 2. Not Eligible	Parcel
2284 W 12600 S	1934	WWII Other	Not Eligible	Not Applicable
2314 W 12600 S	1939	WWII/Basement House	Eligible	Parcel

Address	Year Built	Style/Type	NRHP Eligibility Determination	Historic Boundary
2395 W 12600 S (aka 2295 W 12600 S)	1954	Post-War Early Ranch	Eligible	Parcel
2431 W 12600 S	c. 1940	Minimal Traditional/WWII-Era Cottage	Eligible	Parcel
2435 W 12600 S	1907	Early 20 th Century Other/Foursquare	Not Eligible	Not Applicable
2487 W 12600 S	1941	Minimal Traditional/WWII-Era Cottage	Eligible	Parcel
2630 W 12600 S	1950	Minimal Traditional/WWII-Era Cottage	Eligible	Parcel
2767 W 12600 S	1938	Minimal Traditional/WWII-Era Cottage	Not Eligible	Not Applicable
2779 W 12600 S	1935	WWII/Post-War Other/One-Part Block Commercial	Eligible	Parcel
2797 W 12600 S	1936	Minimal Traditional/WWII-Era Cottage	Not Eligible	Not Applicable
12653 S 3600 W	1950	Post-War Early Ranch	Eligible	Parcel
South Jordan				
1350 South Jordan Parkway	1929	Art Deco School Auditorium	Eligible	Building footprint
1327 W 11400 S (aka 1323 W 11400 S)	1920	Early 20 th Century/Bungalow	Eligible	Parcel
1402 W 10400 S	1910	Victorian Eclectic/Crosswing	Eligible	Parcel
1432 W 10400 S	1928	Early 20 th Century/Foursquare	Not Eligible	Not Applicable
1476 W 10400 S	1904	Victorian Eclectic/Double Crosswing	Eligible	Parcel
1547 W 10400 S	1904	Victorian Eclectic/Crosswing	Not Eligible	Not Applicable
1836 W 10400 S	1926	Early 20 th Century/Bungalow	Eligible	Parcel
434 W 11400 S	1880	Victorian Eclectic/Crosswing	Eligible	Parcel
2497 W 11400 S	1954	Post War/Other	Not Eligible	Not Applicable
2555 W 11400 S	1956	Post War/Ranch/Rambler	Not Eligible	Not Applicable
3113 W 11400 S	1957	Post War/Ranch/Rambler	Eligible	Parcel

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Address	Year Built	Style/Type	NRHP Eligibility Determination	Historic Boundary
3244 W 11400 S	1941	WWII-Era Cottage	Eligible	Parcel
3414 W 11400 S	1938	WWII/Other Residential	Not Eligible	Not Applicable
11386 S 1300 W	1947	Post-War Early Ranch	Eligible	Parcel
11407 S 1300 W	1901	Victorian Eclectic/Other	Eligible	Parcel
11395 S Redwood (aka 11389 & 11367 S Redwood, 11367 & 11369 S 1700 W)	1.1915 2.1950	1.Early 20 th Century/Bungalow 2.Post-War Early Ranch	1.Eligible 2.Eligible	Parcel
11323 S 2700 W	1958	Post-War Ranch	Eligible	Parcel
South Jordan and Draper				
175-260 W 11400 S (Fairbourn Historic District)	1921-1940	Multiple Houses with Different Styles and Types	Eligible	District
Linear Archaeological Sites				
42SL214 (Jordan and Salt Lake City Canal)	1879-1882	Canal	Eligible	Canal Footprint
42SL284 (Galena Canal)	1873	Canal	Eligible	Canal Footprint
42SL286 (Utah Lake Distributing Canal)	1908?/1931?	Canal	Eligible	Canal Footprint
42SL291 (South Jordan Canal)	1875	Canal	Eligible	Canal Footprint
42SL293 (Denver & Rio Grande Western Railway [now UPRR])		Railroad	Eligible	Railroad and Associated Features
42SL297 (Beckstead Ditch)	1859	Canal	Eligible	Canal Footprint
42SL307 (Utah and Salt Lake Canal)	1872, 1881	Canal	Eligible	Canal Footprint

impacted (strip take); 3) Adverse Effect – The impacts from the build alternative are within the boundary of the historic property, and results in the alteration of the characteristics that qualify it for the NRHP in a manner that diminishes the integrity of the property. In general, an adverse effect is found when the direct or indirect impacts result in demolition or acquisition of the primary structure (parcel take), but an adverse effect can be found with other cases.

Table 4 presents the effects on each historic property (n=59; effects on each segment of linear sites are counted as 1) from each build alternative that is being carried forward in the EIS, based on the definition of effects described above. The totals are presented in Table 5, below.

Table 5. Effects on Historic Properties from Each Build Alternative

Effect	Alternative 1	Alternative 3A	Alternative 4	Alternative 7
No Effect	27	42	41	36
No Adverse Effect	26	14	15	20
Adverse Effect	6	3	3	3

A Section 4(f) evaluation is being prepared as part of the EIS. Section 4(f) of the DOT Act of 1966 states that “(a)(1) The Administration may not approve the use of land from a significant publicly owned public park, recreation area, or wildlife and waterfowl, or any significant historic site unless a determination is made that:

- (i) there is no feasible and prudent alternative to the use of land from the property; and
- (ii) the action includes all possible planning to minimize harm to the property resulting from such use” (23 CFR §771.135).

Section 4(f) requirements apply only to sites on or eligible for the National Register. For archaeological sites, Section 4(f) does not apply on those resources that are important chiefly because of what can be learned by data recovery and have minimal value for preservation in place.

Forty-five historic properties have been identified along corridors included in the proposed build alternatives. Based on the description of the boundaries of each historic property, and based on the definitions of effects as described above, there is a use of a historic property only when there is a finding of no adverse effect or an adverse effect. Both findings result when land is permanently incorporated into the transportation facility. Any temporary occupancy of the historic property is expected to meet the conditions of 23 CFR §771.135(p)(7), and no constructive use as defined in 23 CFR §771.135(p)(4) is anticipated to occur. Although effect was determined for each crossing of a linear resource, use is evaluated as it relates to the entire resource (or historic property).

Table 4. Historic Property Effects by Alternative

Address or Other Location	Alternative 1	Alternative 3A	Alternative 4	Alternative 7
Draper				
455 West 11400 South (aka 437 West 11400 South)	No Effect	No Effect	No Effect	No Effect
191 West 12300 South	Adverse Effect	Adverse Effect	No Effect	No Effect
274 West 12300 South (aka 270 West 12300 South)	No Effect	No Effect	No Effect	No Effect
390 West 12300 South (aka 438 West)	No Effect	No Effect	No Effect	No Effect
611 West 12300 South	No Effect	No Effect	No Effect	No Effect
675 West 12300 South	No Effect	No Effect	No Effect	No Effect
681 West 12300 South	No Effect	No Effect	No Effect	No Effect
692 West 12300 South (aka 691 West 12300 South)	No Effect	No Effect	No Effect	No Effect
736 West 12300 South	Adverse Effect	Adverse Effect	No Effect	No Effect
11450 South State Street (aka 11440 South State Street)	No Effect	No Effect	No Effect	No Effect
11613 South State Street	No Adverse Effect	No Effect	No Effect	No Effect
11687 South State Street	No Adverse Effect	No Effect	No Effect	No Effect
11550 South 260 West	No Effect	No Effect	No Effect	No Effect
11450 South 800 West (aka 11450 South 700 West)	No Adverse Effect	No Effect	No Adverse Effect	No Adverse Effect
Riverton				
1396 West 12600 South**	No Effect	No Effect	No Effect	No Effect
1512 West 12600 South	No Effect	No Effect	No Effect	No Effect
1526 West 12600 South	No Effect	No Effect	No Effect	No Effect
1604 West 12600 South	No Effect	No Effect	No Effect	No Effect
2314 West 12600 South	No Effect	No Effect	No Effect	No Effect
2395 West 12600 South (aka 2295 West 12600 South)	No Effect	No Effect	No Effect	No Effect
2431 West 12600 South	No Effect	No Effect	No Effect	No Effect
2487 West 12600 South	No Effect	No Effect	No Effect	No Effect
2630 West 12600 South	No Effect	No Effect	No Effect	No Effect
2779 West 12600 South	Adverse Effect	Adverse Effect	No Effect	No Effect
12653 South 3600 West	No Effect	No Effect	No Effect	No Effect
South Jordan				
1350 West South Jordan Parkway*	No Effect	No Effect	No Effect	No Effect
1327 West 11400 South (aka 1323	No Adverse	No Effect	No Adverse	No Adverse

Address or Other Location	Alternative 1	Alternative 3A	Alternative 4	Alternative 7
West 11400 South)*	Effect		Effect	Effect
1402 West 10400 South	No Effect	No Effect	No Effect	No Effect
1476 West 10400 South	No Adverse Effect	No Adverse Effect	No Effect	No Adverse Effect
1836 West 10400 South	No Effect	No Effect	No Effect	No Effect
434 West 11400 South	No Adverse Effect	No Effect	No Adverse Effect	No Adverse Effect
3113 West 11400 South	No Adverse Effect	No Effect	No Adverse Effect	No Adverse Effect
3244 West 11400 South	No Effect	No Effect	No Effect	No Effect
11386 South 1300 West	No Adverse Effect	No Effect	No Adverse Effect	No Adverse Effect
11407 South 1300 West*	Adverse Effect	No Effect	Adverse Effect	Adverse Effect
11395 South Redwood Road (aka 11389 South and 11367 South)*	No Adverse Effect	No Effect	No Adverse Effect	No Adverse Effect
11323 South 2700 West	No Adverse Effect	No Effect	No Adverse Effect	No Adverse Effect
South Jordan and Draper				
170-260 West 11400 South (Fairbourn Historic District)	Adverse Effect (Historic District)	No Adverse Effect (Historic District)	Adverse Effect (Historic District)	Adverse Effect (Historic District)
Jordan and Salt Lake City Canal				
Bridge at c. 200 West 11400 South	Adverse Effect	No Effect	Adverse Effect	Adverse Effect
c. 200 West 11400 South	No Adverse Effect	No Effect	No Adverse Effect	No Adverse Effect
c. 11350 South at I-15	No Effect	No Effect	No Adverse Effect	No Effect
c. 11500 South Lone Peak Parkway	No Effect	No Adverse Effect	No Effect	No Adverse Effect
c. 12100 South Lone Peak Parkway	No Effect	No Adverse Effect	No Effect	No Adverse Effect
c. 100 West 12300 South	No Adverse Effect	No Adverse Effect	No Effect	No Effect
Galena Canal				
c. 1000 West 12300 South	No Adverse Effect	No Adverse Effect	No Effect	No Effect
c. 900 West 11400 South	No Adverse Effect (New Crossing)	No Effect	No Adverse Effect (New Crossing)	No Adverse Effect (New Crossing)
Utah Lake Distributing Canal				
c. 3300 West 12600 South	No Adverse Effect	No Adverse Effect	No Effect	No Effect

Address or Other Location	Alternative 1	Alternative 3A	Alternative 4	Alternative 7
c. 3100 West 11400 South	No Adverse Effect	No Effect	No Adverse Effect	No Adverse Effect
c. 2700 West 10400 South	No Adverse Effect	No Adverse Effect	No Effect	No Effect
South Jordan Canal				
c. 1500 West 12600 South	No Adverse Effect	No Adverse Effect	No Effect	No Effect
c. 1500 West 11400 South	No Adverse Effect	No Effect	No Adverse Effect	No Adverse Effect
c. 1100 West 10400 South	No Adverse Effect	No Adverse Effect	No Effect	No Adverse Effect
Denver & Rio Grande Western Railway (UPRR)				
10850 South Jordan Gateway	No Effect	No Adverse Effect	No Effect	No Adverse Effect
380 West 11400 South	No Adverse Effect	No Effect	No Adverse Effect	No Adverse Effect
450 West 12300 South	No Adverse Effect	No Adverse Effect	No Effect	No Effect
Beckstead Ditch				
c. 1000 West 11400 South	No Adverse Effect	No Effect	No Adverse Effect	No Adverse Effect
Utah and Salt Lake Canal				
c. 2200 West 12600 South	No Adverse Effect	No Adverse Effect	No Effect	No Effect
c. 2200 West 11400 South	No Adverse Effect	No Effect	No Adverse Effect	No Adverse Effect
c. 1800 West 10400 South	No Adverse Effect	No Adverse Effect	No Effect	No Adverse Effect

* - This property has been identified by South Jordan City as an important cultural landmark for their community

** - This property has been identified by Riverton City as an important cultural landmark for their community

c. = circa (approximate address)

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In summary, 3 new archaeological sites and 6 isolated finds (IFs) were documented during the current archaeological survey. Undocumented segments of 5 previously recorded linear sites (canals) were documented as well. A total of 34 structures in the APE that had not been previously recorded were documented during the selective reconnaissance level survey. Nine structures have been determined **eligible** for the NRHP, 24 have been determined **not eligible**, and 1 is **out-of-period** (post-1959). The 3 new archaeological sites and 6 IFs have been determined not eligible for the NRHP. The canal segments are all parts of sites previously determined eligible.

Fifty previously recorded historic properties (2 properties have 2 in-period structures and the Fairbourn Farmsteads Historic District is considered 1 historic property even though it comprises a number of structures) and 4 newly recorded structures are located within the area of the proposed alternatives for the current project. All 54 properties were re-evaluated for eligibility with the following final determinations: 45 properties determined eligible, 9 determined not eligible.

The overall finding of effect by the project on historic properties is adverse. The effect on each historic property from each alternative carried forward in the EIS is shown on Table 4 and the totals for each alternative are shown in Table 5.

Pursuant to 36 CFR §800.6, the FHWA and the UDOT will take measures to resolve adverse effects. Consultation will continue with the SHPO and other consulting parties, the Council will be notified of the adverse effect finding, the public will be notified and provided an opportunity to express their views on resolving adverse effects, and a memorandum of agreement (MOA) will be executed. The FHWA and the UDOT will continue working with SHPO, the Riverton Historical Society, the South Jordan Historical Society, Sandy CLG, and the Draper Historic Preservation Commission to develop further measures to avoid, minimize, or mitigate adverse effects on historic properties. Mitigation measures will make efforts to be compatible with the cities' historic preservation goals, be meaningful to the community, and provide benefits that are an asset to the community. The MOA will also include stipulations for planning for discovery and monitoring, review of implementation, and measures for dispute resolution, and include provisions specific to the Utah Native American Grave Protection and Repatriation Act (UNAGPRA). Stipulations of the MOA will reflect the consultation process between the participating agencies and consulting parties.

Please feel free to call me at (801) 975-4923 or email me at eskinner@utah.gov if you have any questions or need additional information.

Sincerely,



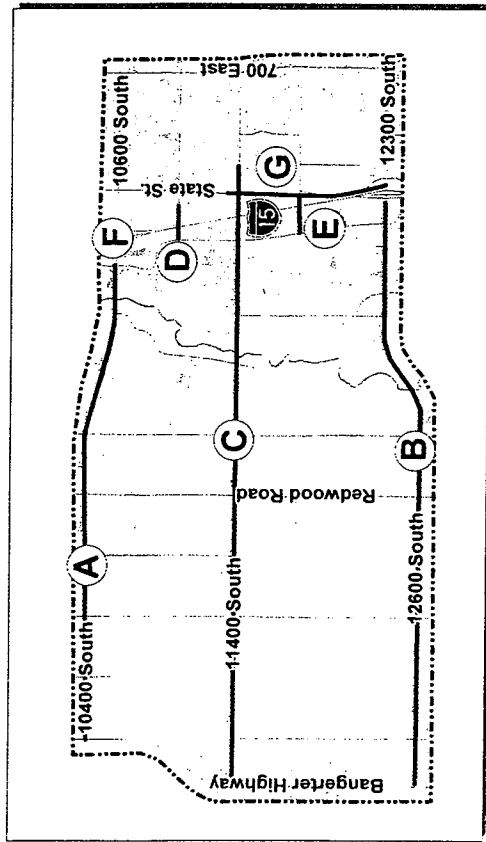
Betsy Skinner
Regional NEPA/NHPA Specialist

I concur with the determinations of eligibility, finding of adverse effects, and proposed mitigation measures for UDOT Project No. SP-0151(1)0: 11400 South EIS Project, Salt Lake County, Utah; and that the UDOT has taken into account effects of the undertaking upon historic and archaeological resources in accordance with Section 106 and U.C.A. 9-8-404.

Barbara Murphy, Deputy SHPO-Preservation

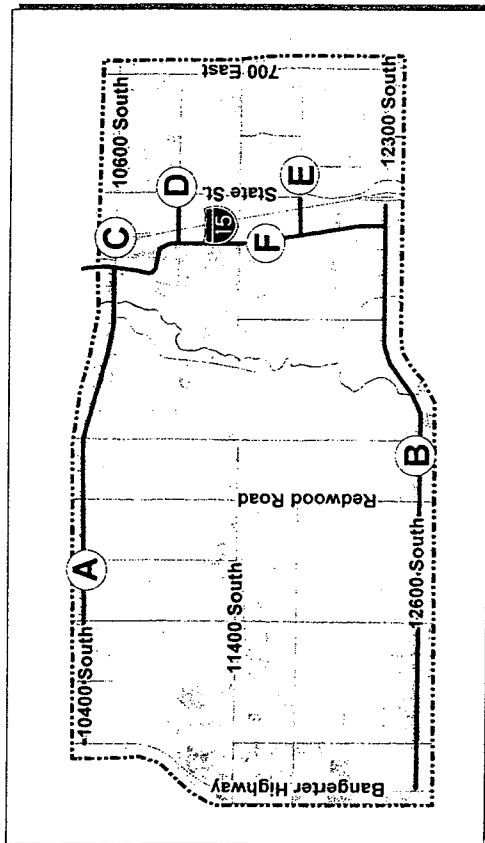
Date

11400 South DEIS Alternatives – September 2004



Alternative 1

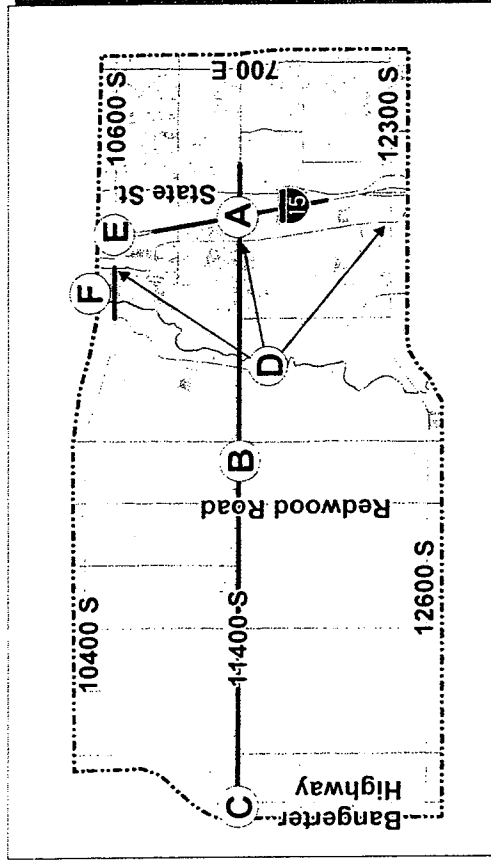
- A. Widen 10400/10600 South to six lanes* from Bangerter Highway to Jordan Gateway.
- B. Widen 12300/12600 South to six lanes* from Bangerter Highway to Lone Peak Parkway.
- C. Add a river crossing at 11400 South and widen to four lanes.*
- D. Add I-15 underpass at 11000 South, extend to the west to Jordan Gateway.
- E. Add I-15 overpass at 11800 South, extend to the west to Lone Peak Parkway.
- F. Modifications to I-15 interchange at 10600 South – triple left southbound to eastbound.
- G. Widen State Street to six lanes* from 12300 South to 11400 South.



Alternative 3A

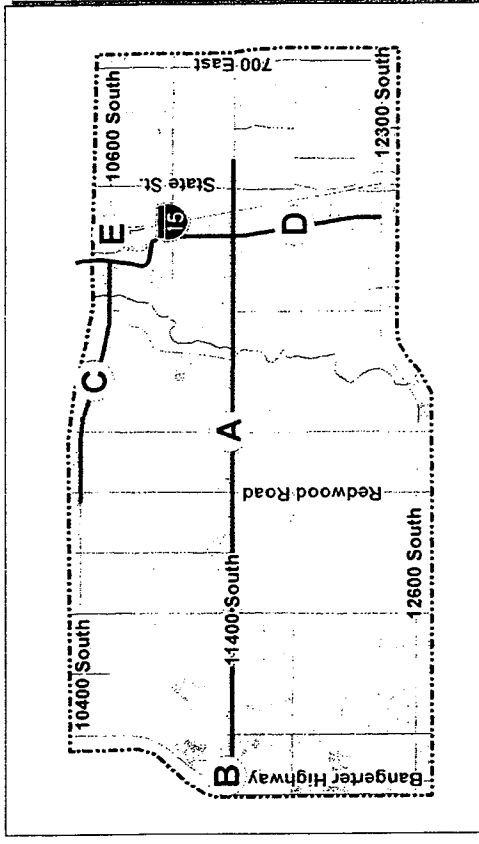
- A. Widen 10400/10600 South to six lanes* from Bangerter Highway to Jordan Gateway.
- B. Widen 12300/12600 South to six lanes* from Bangerter Highway to Lone Peak Parkway.
- C. Modifications to I-15 interchange at 10600 South – triple left southbound to eastbound.
- D. Add I-15 underpass at 11000 South; extend to the west to Jordan Gateway.
- E. Add I-15 overpass at 11800 South; extend to the west to Lone Peak Parkway.
- F. Widen Jordan Gateway to six lanes* from 10600 South to 12300 South.

11400 South DEIS Alternatives – September 2004



Alternative 4

- Add an interchange at 11400 South and I-15, with auxiliary lane on I-15 northbound and I-15 southbound between 11400 South and 10600 South.
- Add a river crossing at 11400 South and widen to four lanes* from Bangerter Highway to State Street.
- Intersection improvements at 11400 South and Bangerter Highway.
- Intersection improvements on Jordan Gateway/Lone Peak Parkway at 10600 South, 11400 South, and 12300 South.
- Modifications to I-15 interchange at 10600 South – triple left southbound to eastbound.
- Widen 10600 South to six lanes* from just west of River Front Parkway to Jordan Gateway.



Alternative 7

- Add a river crossing at 11400 South and widen to four lanes* from Bangerter Highway to State Street.
- Intersection improvements at 11400 South and Bangerter Highway.
- Widen 10600 South to six lanes from just west of Redwood Road to Jordan Gateway.
- Widen Jordan Gateway/Lone Peak Parkway to six lanes* from 12300 South to 10600 South.
- Modifications to I-15 interchange at 10600 South – triple left southbound to eastbound.



State of Utah

OLENE S. WALKER
Governor

GAYLE McKEACHNIE
Lieutenant Governor

DEPARTMENT OF TRANSPORTATION

JOHN R. NJORD, P.E.
Executive Director

CARLOS M. BRACERAS, P.E.
Deputy Director

September 23, 2004

Mr. Paul Evans
Draper Historic Preservation Commission
%Evans & Associates Architecture
11576 South State, #103B
Draper, UT 84020

RE: UDOT Project No. SP-0151(1)0: 11400 South EIS Project, Salt Lake County, Utah. Final Determination of Eligibility, Finding of Effect, and Proposed Mitigation Measures.

Dear Mr. Evans:

The Federal Highway Administration (FHWA) and the Utah Department of Transportation, in partnership with the cities of South Jordan, Riverton, Sandy, and Draper, are considering improvements on east-west corridors in the southwest portion of the Salt Lake Valley. FHWA is serving as the lead agency for the Environmental Impact Statement (EIS) that is currently being prepared. The study area for the EIS extends from 700 East to Bangerter Highway, and from 10600/10400 South to 12300/12600 South. The purpose of the project is to maintain, protect, and improve the quality of life by improving mobility and providing transportation infrastructure to support economic development within the study area through the year 2030. Four build alternatives and the no-build alternative have been carried through the EIS for detailed analysis. A Preferred Alternative will be recommended in the Final EIS.

Identification and evaluation efforts for the cultural and paleontological resources have been ongoing for the past year, as has consultation with the Draper Historic Preservation Commission. The enclosed reports, entitled *11400 South EIS Project, Salt Lake County, Utah: Results of an Intensive Archaeological Survey*, by Gordon Tucker, and *11400 South EIS Project, Salt Lake County, Utah: Results of a Selective Reconnaissance Architectural Survey*, by Robert Mutaw and Christine Wiltberger, document the results of these efforts. Also enclosed is a copy of the letter that is being sent to the office of the State Historic Preservation Officer (SHPO) requesting concurrence on the final determinations of eligibility, finding of effect, and proposed mitigation.

Paul Evans, letter
September 23, 2004
Page 2

Pursuant to 36 CFR §800.6, the FHWA and the UDOT will take measures to resolve adverse effects. Consultation will continue with the SHPO and other consulting parties, the Council will be notified of the adverse effect finding, the public will be notified and provided an opportunity to express their views on resolving adverse effects, and a memorandum of agreement (MOA) will be executed. The FHWA and the UDOT will continue working with SHPO, the Riverton Historical Society, the South Jordan Historical Society, Sandy CLG, and the Draper Historic Preservation Commission to develop further measures to avoid, minimize, or mitigate adverse effects on historic properties. Mitigation measures will make efforts to be compatible with the cities' historic preservation goals, be meaningful to the community, and provide benefits that are an asset to the community. The MOA will also include stipulations for planning for discovery and monitoring, review of implementation, and measures for dispute resolution, and include provisions specific to the Utah Native American Grave Protection and Repatriation Act (UNAGPRA). Stipulations of the MOA will reflect the consultation process between the participating agencies and consulting parties.

Please review the enclosed documents and provide any comments you may have within 30 days. We will be contacting you in the near future to set up a meeting to discuss specific mitigation measures for the MOA. Please do not hesitate to call me at 801-975-4923 or email me at eskiner@utah.gov if you have any questions or need additional information.

Sincerely,

A handwritten signature in black ink, appearing to read "Betsy Skinner", with a long horizontal flourish extending to the right.

Betsy Skinner
Regional NEPA/NHPA Specialist

pc: Katie Shell, Draper Historic Preservation Commission



State of Utah

OLENE S. WALKER
Governor

GAYLE McKEACHNIE
Lieutenant Governor

DEPARTMENT OF TRANSPORTATION

JOHN R. NJORD, P.E.
Executive Director

CARLOS M. BRACERAS, P.E.
Deputy Director

September 23, 2004

Karen Bashore
Riverton Historical Society
1633 West 12100 South
Riverton, UT 84065

RE: UDOT Project No. SP-0151(1)0: 11400 South EIS Project, Salt Lake County, Utah. Final Determination of Eligibility, Finding of Effect, and Proposed Mitigation Measures.

Dear Ms. Bashore:

The Federal Highway Administration (FHWA) and the Utah Department of Transportation, in partnership with the cities of South Jordan, Riverton, Sandy, and Draper, are considering improvements on east-west corridors in the southwest portion of the Salt Lake Valley. FHWA is serving as the lead agency for the Environmental Impact Statement (EIS) that is currently being prepared. The study area for the EIS extends from 700 East to Bangerter Highway, and from 10600/10400 South to 12300/12600 South. The purpose of the project is to maintain, protect, and improve the quality of life by improving mobility and providing transportation infrastructure to support economic development within the study area through the year 2030. Four build alternatives and the no-build alternative have been carried through the EIS for detailed analysis. A Preferred Alternative will be recommended in the Final EIS.

Identification and evaluation efforts for the cultural and paleontological resources have been ongoing for the past year, as has consultation with the Riverton Historical. The enclosed reports, entitled *11400 South EIS Project, Salt Lake County, Utah: Results of an Intensive Archaeological Survey*, by Gordon Tucker, and *11400 South EIS Project, Salt Lake County, Utah: Results of a Selective Reconnaissance Architectural Survey*, by Robert Mutaw and Christine Wiltberger, document the results of these efforts. Also enclosed is a copy of the letter that is being sent to the office of the State Historic Preservation Officer (SHPO) requesting concurrence on the final determinations of eligibility, finding of effect, and proposed mitigation.

Karen Bashore, letter
September 23, 2004
Page 2

Pursuant to 36 CFR §800.6, the FHWA and the UDOT will take measures to resolve adverse effects. Consultation will continue with the SHPO and other consulting parties, the Council will be notified of the adverse effect finding, the public will be notified and provided an opportunity to express their views on resolving adverse effects, and a memorandum of agreement (MOA) will be executed. The FHWA and the UDOT will continue working with SHPO, the Riverton Historical Society, the South Jordan Historical Society, Sandy CLG, and the Draper Historic Preservation Commission to develop further measures to avoid, minimize, or mitigate adverse effects on historic properties. Mitigation measures will make efforts to be compatible with the cities' historic preservation goals, be meaningful to the community, and provide benefits that are an asset to the community. The MOA will also include stipulations for planning for discovery and monitoring, review of implementation, and measures for dispute resolution, and include provisions specific to the Utah Native American Grave Protection and Repatriation Act (UNAGPRA). Stipulations of the MOA will reflect the consultation process between the participating agencies and consulting parties.

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Sincerely,

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Betsy Skinner
Regional NEPA/NHPA Specialist



State of Utah

OLENE S. WALKER
Governor

GAYLE McKEACHNIE
Lieutenant Governor

DEPARTMENT OF TRANSPORTATION

JOHN R. NJORD, P.E.
Executive Director

CARLOS M. BRACERAS, P.E.
Deputy Director

September 23, 2004

Terry Green
Division of State Parks and Recreation
Utah Department of Natural Resources
1594 West North Temple, Suite 116
PO Box 146001
Salt Lake City, UT 84114-6001

Dear Terry:

As you know, the Utah Department of Transportation (UDOT) and the Federal Highway Administration (FHWA) are preparing an environmental impact statement (EIS) and a Section 4(f) analysis for potential traffic facility improvements in the 114th South study area in the south Salt Lake Valley. The study area is bounded on the east by 700 East, on the west by the Bangerter Highway, on the north by the 106th/104th South corridor and on the south by the 123rd/126th South corridor. A map of the study area is attached (Tab 1). This letter follows up on a number of discussions we have had with you and other representatives of the Division of State Parks and Recreation (Division) regarding Section 4(f), and particularly with regard to recreation resources in the Jordan River corridor in the EIS study area.

Background and Regulatory Framework

As part of the Section 4(f) analysis, FHWA and UDOT are required to evaluate the various action alternatives being considered in the EIS to determine whether they would "use" lands that are subject to Section 4(f) protection, *i.e.*, lands "from a significant publicly owned park, recreation area, or wildlife and waterfowl refuge, or any significant historic site." 23 CFR § 771.135(a)(1). If all of the alternatives would use Section 4(f) lands, despite attempts to find "feasible and prudent" avoidance alternatives, FHWA and UDOT must assess which alternatives would have the least impact on Section 4(f) resources, after applying "all possible planning" to minimize impacts. In making this assessment, FHWA and UDOT are required to consult with the agencies with jurisdiction over the 4(f) resources, and obtain their views on the significance of impacts to those resources.

As we have previously discussed, UDOT and FHWA have concluded that there are no prudent and feasible alternatives that would avoid all Section 4(f) resources, and so are in the process of

assessing which of the EIS alternatives would have the least Section 4(f) impacts. One focus of that assessment is the Jordan River corridor, and impacts to Section 4(f) resources in that corridor. Because the Division has primary jurisdiction over lands in the Jordan River corridor, and also is the owner of most of the lands bordering the Jordan River within the EIS study area, we are soliciting further input from you as part of our ongoing Section 4(f) analysis.

A major component of the assessment is to determine with precision which lands are subject to Section 4(f) protections. The first prerequisite, for non-historic property resources, is that the land be publicly owned. As you know, we have prepared and provided you with a map identifying all of the publicly owned land along the Jordan River in the study area, including the land owned by State Parks and Recreation.

The next step is to determine which of the publicly owned land is a "significant public park, recreation area, or wildlife or waterfowl management area." 23 CFR § 771.135(a)(1). Under the Section 4(f) regulations, if publicly owned lands are "administered under statutes permitting management for multiple uses, and, in fact, are managed for multiple uses, section 4(f) applies only to those portions of such lands which function for, or are designated in the plans of the administering agency as being for, significant park, recreation or wildlife purposes. The determination of which lands so function or are so designated, and the significance of those lands, shall be made by the officials having jurisdiction over the lands." 23 CFR § 771.135(d).

Against this factual and regulatory backdrop, we are seeking the following input from the Division (while you have previously provided us with a verbal response on most of these issues, we are now seeking a written response to better document the record).

Multiple Use Management

The Utah Code provides that "the Division of Parks and Recreation shall permit multiple use of state parks and property controlled by it for purposes such as grazing, fishing and hunting, mining, and the development and utilization of water and other natural resources." UCA 63-11-17 (3). Because the Division owns much of the land along the Jordan River corridor, including most of the land bordering the Jordan River in the study area, it appears that this land requires evaluation under the "multiple use" provision in the Section 4(f) regulations. Specifically, if the Division's lands along the Jordan River corridor and within the study area are being managed for multiple uses, as they appear to be, the Division needs to determine and identify which portions of the lands are considered to be significant for park, recreation or wildlife purposes.

In our prior discussions you have indicated that the Division does, indeed, manage its lands in the Jordan River corridor for multiple uses, and that within the study area the only portion of these Division-owned lands that the Division considers to be significant for recreation or park purposes are the lands that are currently occupied by, or are planned for occupation by, bicycle/pedestrian trails, the equestrian trail, or other developed facilities. Would you please confirm in writing the Division's evaluation and determinations on these two issues?

Assessment of 4(f) Impacts

In regard to the assessment of impacts to 4(f) resources, please provide the Division's written determination with regard to the significance of impacts under the various EIS alternatives. Because the Division has jurisdiction within the corridor even where it does not own the land, and has jointly developed some of the recreation resources in the study area with the cities or other agencies that own the land, we are seeking the Division's input on the impacts to all of the 4(f) resources along the Jordan River corridor in the study area. We have previously provided you with maps illustrating the improvements that would occur at each of the three sites where road facilities would cross the Jordan River corridor and the 4(f) resources at those sites, but for convenience have attached copies to this letter at Tabs 2, 3 and 4.

Specifically, we are seeking the Division's input on the significance of 4(f) impacts from the following roadway improvements:

(1) Under EIS Alternatives 1, 3A, 4 and 7, the existing 106th South roadway and bridge (South Jordan Parkway) would be widened by 12 feet to accommodate two additional travel lanes, with all of the widening located to the south of the existing road and bridge. (See Tab 2.) The roadway is currently 106 feet wide. A segment of the Jordan River Parkway Trail (pedestrian/bicycle) has been completed through this area and passes under the existing bridge on the west side of the river. The widening would not affect the trail other than increasing the distance that it would be covered by the bridge, and causing a slight increase in the level of traffic noise. (The projected noise increase for this and the other sites is documented at Tab 5.) During construction it might be necessary for short periods to close the crossing or reroute trail users to a temporary at-grade crossing of 106th South. The widening would also require the use of an approximately 12-foot wide strip, for a total of approximately 0.15 acres, of URMCC property that is part of a migratory bird habitat restoration project. URMCC has indicated that they intend to exclude or minimize public use of this property and that they do not consider it to be a wildlife refuge or preserve.

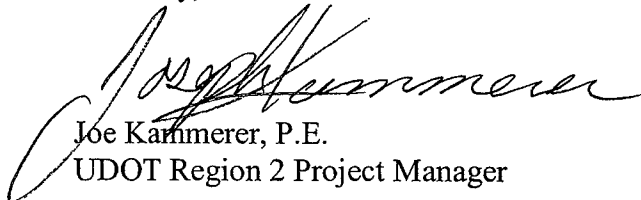
(2) Under EIS alternatives 1, 4 and 7, there would be a new crossing of the Jordan River corridor at 114th South (roadway and bridge), where no roadway or bridge currently exist. (See Tab 3.) A segment of the Jordan River Parkway Trail (pedestrian/bicycle) currently extends into this area from the north, but dead ends approximately 200 feet south of where the road would cross. We understand that this trail will eventually be extended to the south. There is also a stretch of equestrian trail through this area, which begins just south of 106th South and dead ends approximately 700 feet south of the crossing site. There is currently no trail on the east side of the river in this area, but Draper City has informed us that they intend to extend a multi-use trail from the south into this area, on the east side of the river, in the spring of 2005. The new roadway/bridge crossing in this area would be designed to accommodate all of the current and planned trail facilities. The bridge would be designed with a span of sufficient length to allow the trails on the east and west side to pass under the bridge, and there would be a bicycle/pedestrian bridge constructed along the south side of the auto bridge (the combined width of the bridges would be 120 feet) that would connect the east- and west-side trails, and allow access to the trail from 114th South. The existing trails on the west side of the river would be re-routed to pass under the bridge. A conceptual plan illustrating the expected trail configuration in the road crossing area is attached behind Tab 3. Trail users would be subject to increased noise levels from automobile traffic as they approached the road. (See Tab 5). During

construction, there could be temporary re-routing or closure of these trails and the east-side trail (if it has been built). Approximately 0.88 acres of public property owned by the Division would be used by the bridge abutments and piers. An additional 0.35 acres would pass under the roadway bridge and would accommodate the parkway trail.

(3) Under EIS alternatives 1 and 3A, there would be a widened crossing of the Jordan River corridor in the 123rd/126th South area, as the road would be widened to accommodate two additional travel lanes. (See Tab 4.) A segment of the Jordan River Parkway Trail (pedestrian/bicycle) currently extends through this area, passing under the existing bridge on the east side of the river. The widening would not affect the trail other than increasing the distance that it would be covered by the bridge, and causing a slight increase in the level of traffic noise. (See Tab 5.) During construction it might be necessary for short periods to close the trail or re-route trail users to a temporary at-grade crossing of 126th South. The widened roadway in this area would also impact the Jordan River Rotary Park, a partially developed 4(f) resource owned by Draper City which runs along the east side of the river and borders the existing roadway on the northwest side. The widened roadway would take about 0.3 acres of the Park, and would cause proximity impacts to the planned basketball court, picnic area and equestrian trail.

We look forward to the Division's response to this request. If you have any questions please contact me at 887-3435.

Sincerely,

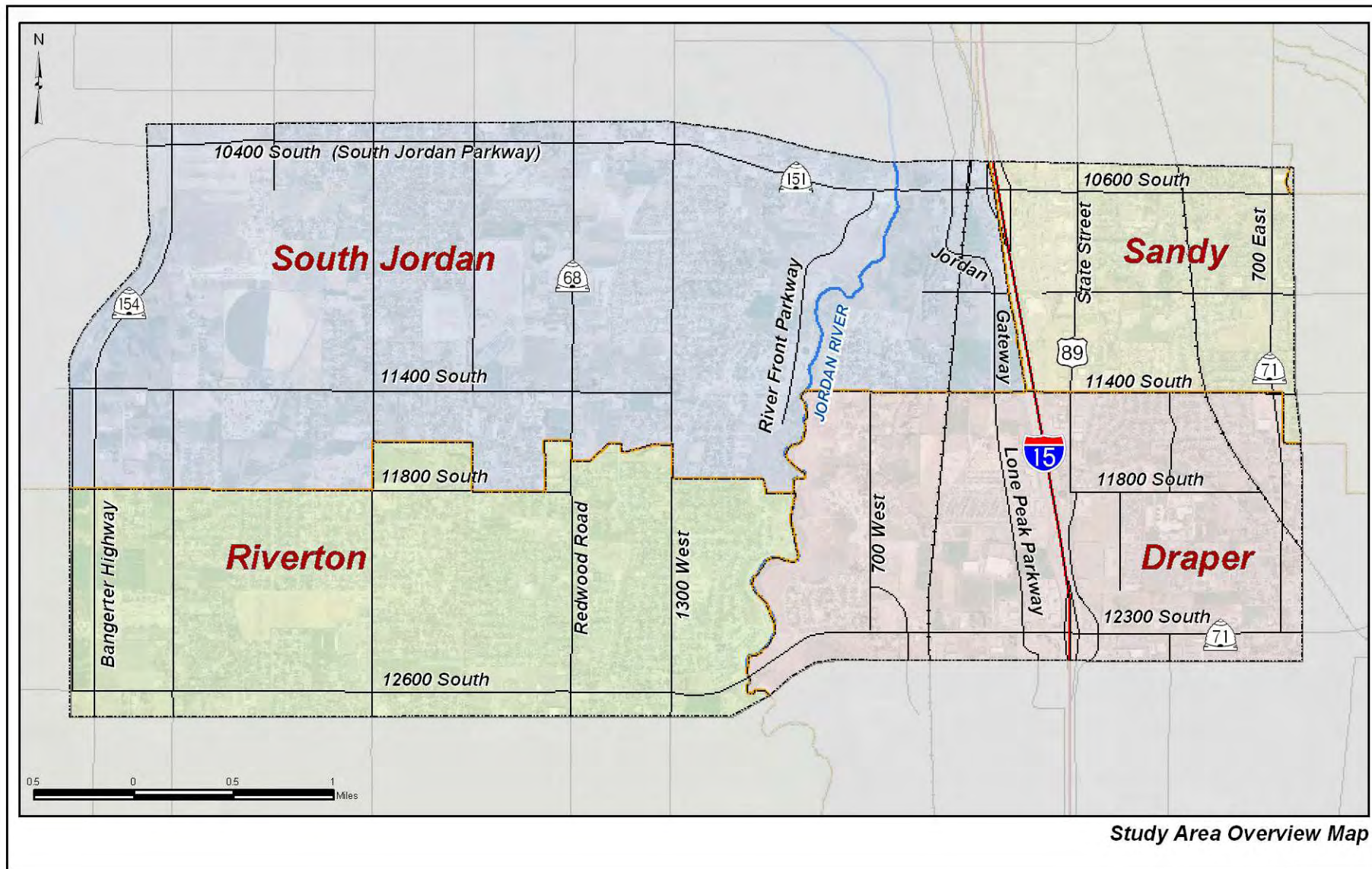


Joe Kammerer, P.E.
UDOT Region 2 Project Manager

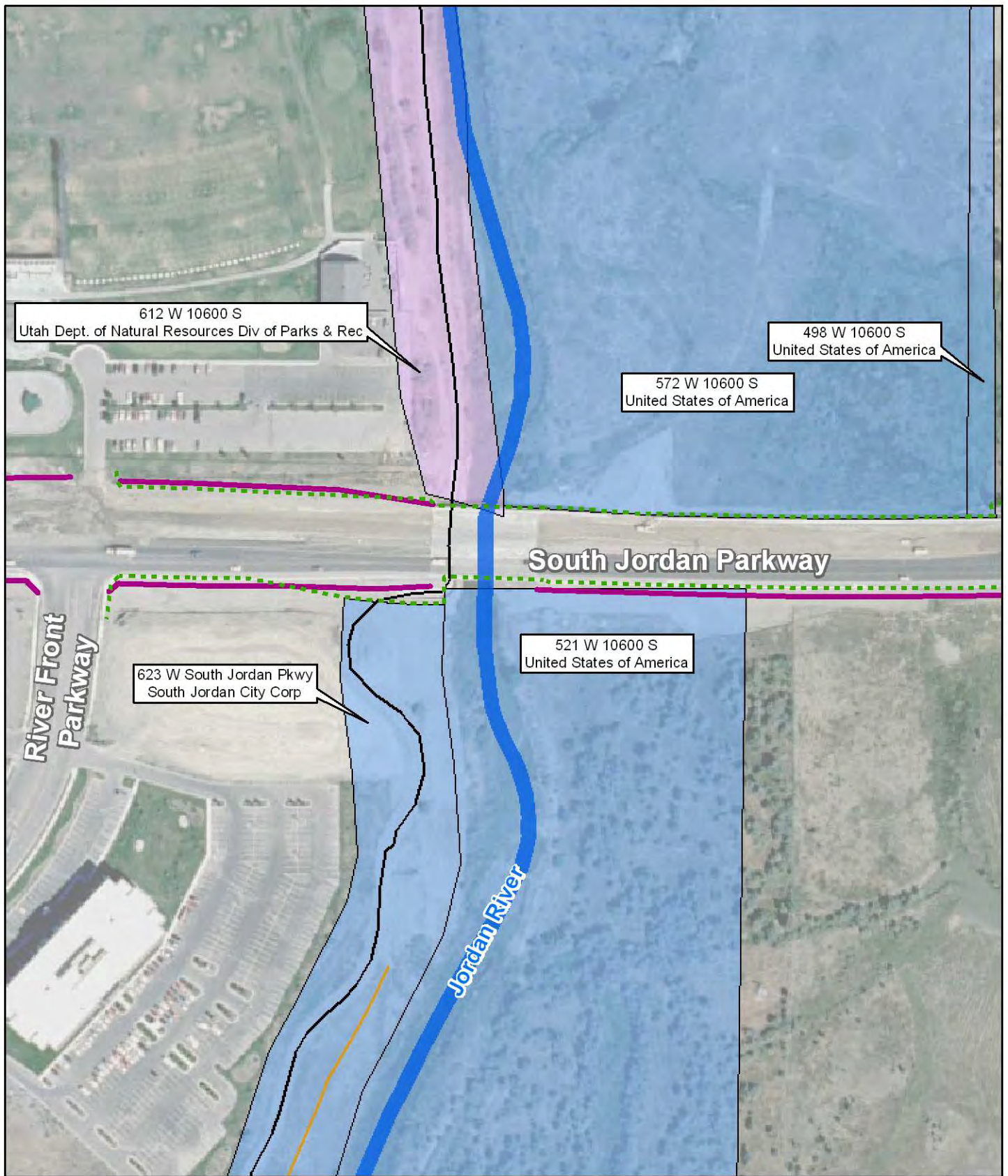
Attachments:

- Tab 1 – Study Area Map
- Tab 2 – 10600 South River Crossing
- Tab 3 – 11400 South River Crossing
- Tab 4 – 12300 South river Crossing
- Tab 5 – Noise Impacts Summary Table

TAB 1
Study Area Map



TAB 2
10600 South River Crossing



200 0 200 400 Feet

- | <u>Trails</u> | |
|-------------------------------------|---------------------------------|
| — Existing Multi-Use Trail | State Park and Rec Owned Parcel |
| - - - - - Proposed Multi-Use Trail | Publicly Owned Parcel |
| — Existing Equestrian Trail | Alternative Right-of-Way Line |
| - - - - - Proposed Equestrian Trail | Existing Right-of-Way Line |

Jordan River Parkway State Owned Parcels 10600 South Area

TAB 3
11400 South River Crossing



River Front Parkway

775 W 11100 S
Provo Jordan River Parkway Authority

791 W Kolten Rd
State of Utah Div of Parks & Rec

791 W Kolten Rd
State of Utah

976 W 11424 S
Utah Dept. of Natural Resources Div of Parks & Rec

Jordan River

11400 South

976 W 11424 S
Utah Dept. of Natural Resources Div of Parks & Rec

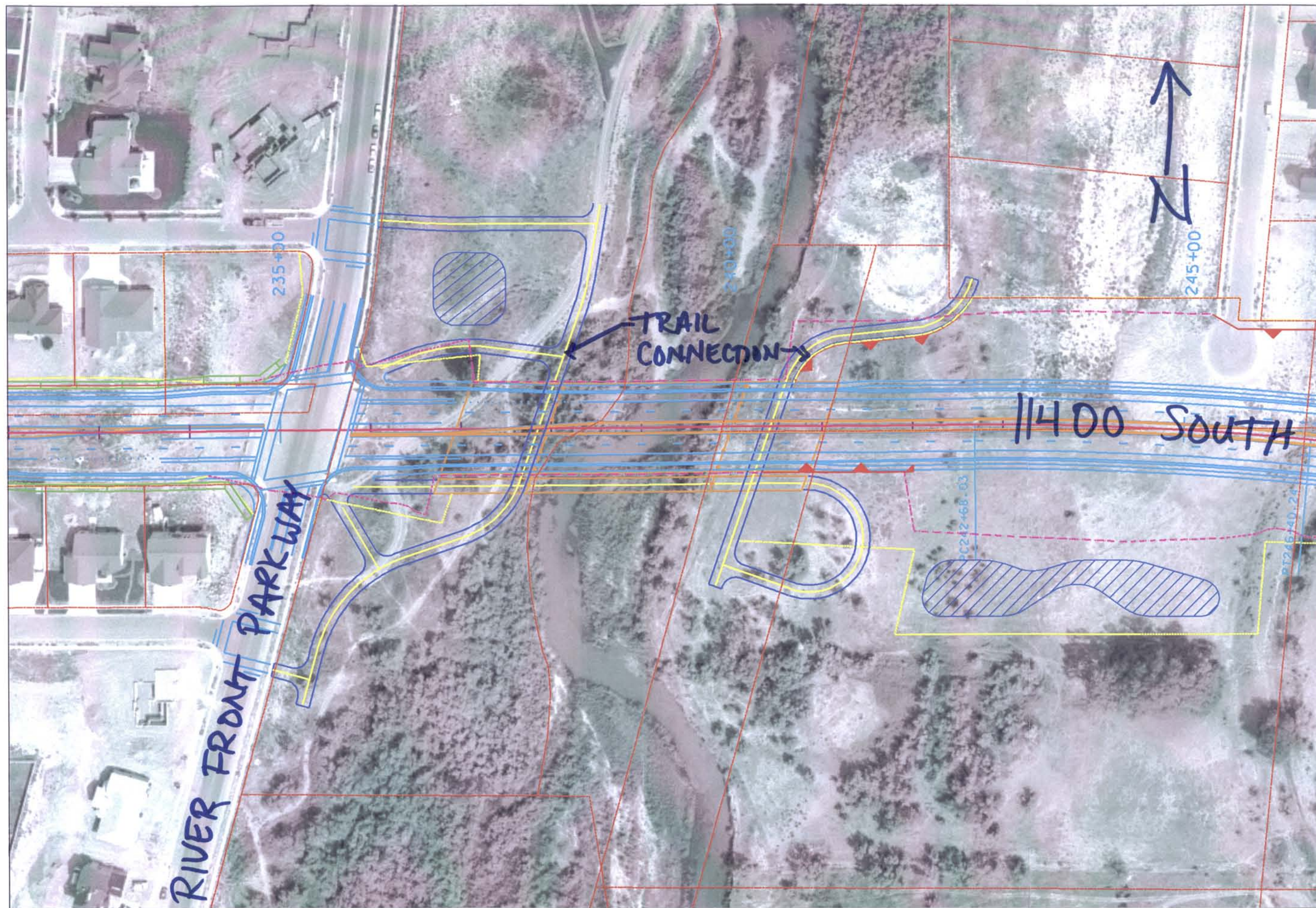


Trails

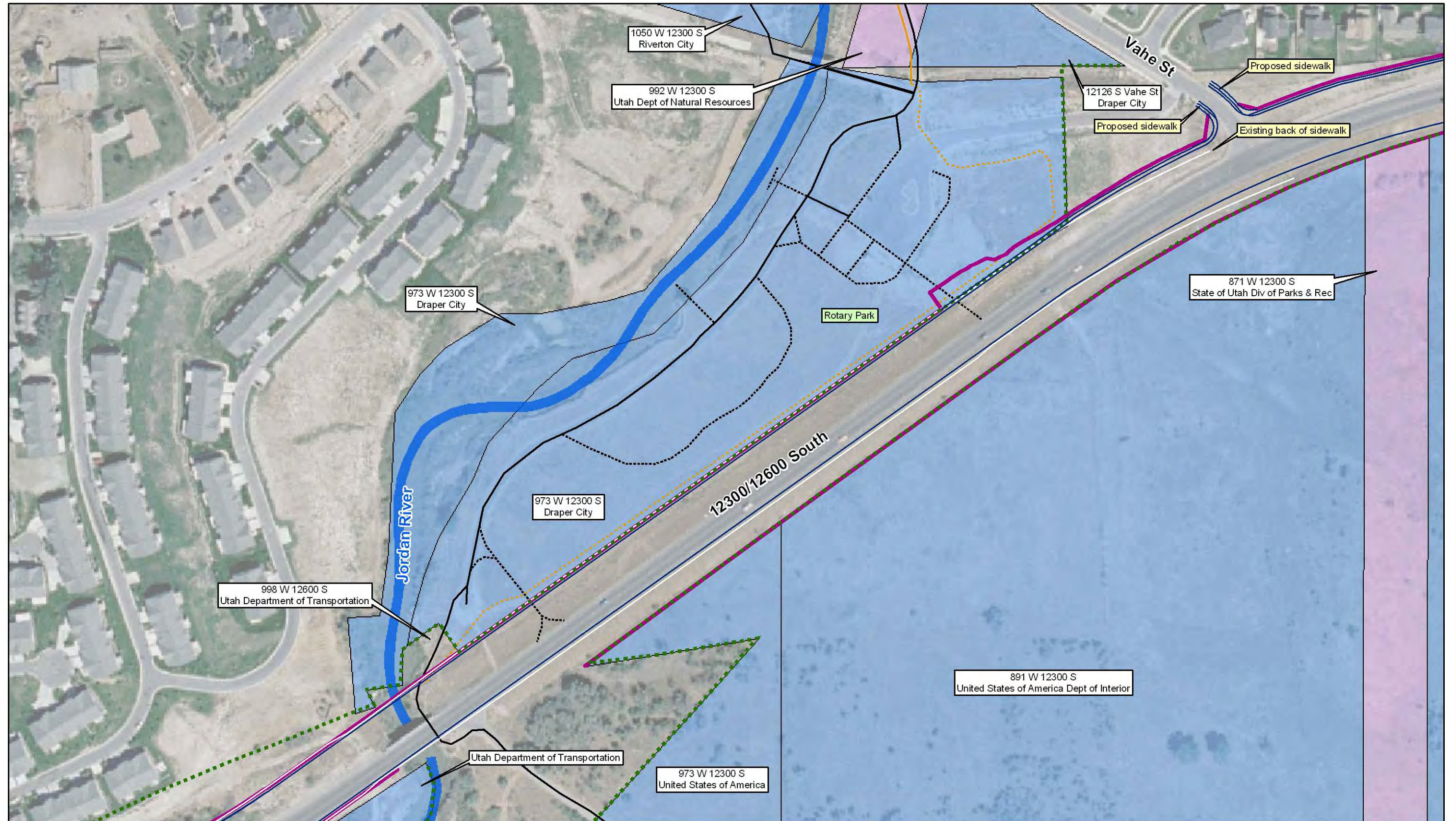
- Existing Multi-Use Trail
- Proposed Multi-Use Trail
- Existing Equestrian Trail
- Proposed Equestrian Trail

- State Park and Rec Owned Parcel
- Publicly Owned Parcel
- Alternative Right-of-Way Line

**Jordan River Parkway
State Owned Parcels
11400 South Area**



TAB 4
12300 South River Crossing



100 0 100 200
feet

- | | |
|---------------------------|---------------------------------|
| Trails | State Park and Rec Owned Parcel |
| Existing Multi-Use Trail | Publicly Owned Parcel |
| Proposed Multi-Use Trail | Alternative Right-of-Way Line |
| Existing Equestrian Trail | Existing Right-of-Way Line |
| Proposed Equestrian Trail | |

Jordan River Parkway State Owned Parcels Rotary Park Area

TAB 5
Noise Impacts Summary Table

Jordan River Parkway/Trail Noise Impacts by Alternative

Alternative	10600 South	11400 South	12300 South
2030 No Build	67.0 dB	50.0 dB	58.5 dB
Alternative 1	70.4 dB	63.2 dB	59.8 dB
Alternative 3A	70.9 dB	50.0 dB	60.4 dB
Alternative 4	69.4 dB	63.6 dB	58.7 dB
Alternative 7	69.4 dB	63.3 dB	58.9 dB

dB = decibels



State of Utah

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Lieutenant Governor

DEPARTMENT OF TRANSPORTATION

JOHN R. NJORD, P.E.
Executive Director

CARLOS M. BRACERAS, P.E.
Deputy Director

September 23, 2004

Leon Bear, Chairman and THPO
Skull Valley Band of Goshute Indians
3359 South Main St., #808
Salt Lake City, UT 84115

RE: UDOT Project No. SP-0151(1)0: 11400 South EIS Project, Salt Lake County, Utah. Final Determination of Eligibility, Finding of Effect, and Proposed Mitigation Measures.

Dear Mr. Bear:

The Federal Highway Administration (FHWA) and the Utah Department of Transportation, in partnership with the cities of South Jordan, Riverton, Sandy, and Draper, are considering improvements on east-west corridors in the southwest portion of the Salt Lake Valley. FHWA is serving as the lead agency for the Environmental Impact Statement (EIS) that is currently being prepared. The study area for the EIS extends from 700 East to Bangerter Highway, and from 10600/10400 South to 12300/12600 South. The purpose of the project is to maintain, protect, and improve the quality of life by improving mobility and providing transportation infrastructure to support economic development within the study area through the year 2030. Four build alternatives and the no-build alternative have been carried through the EIS for detailed analysis. A Preferred Alternative will be recommended in the Final EIS.

Identification and evaluation efforts for the cultural and paleontological resources have been ongoing for the past year. We are sending you a copy of the final archaeological survey report and site forms. If you are interested in receiving a copy of the architectural survey report of historic-period buildings, please let us know and we will be happy to provide it.

The enclosed report, entitled *11400 South EIS Project, Salt Lake County, Utah: Results of an Intensive Archaeological Survey*, by Gordon Tucker, documents the results of these efforts. Also enclosed is a copy of the letter that is being sent to the office of the State Historic Preservation Officer (SHPO) requesting concurrence on the final determinations of eligibility, finding of effect, and proposed mitigation.

Leon Bear, letter
September 23, 2004
Page 2

Please review the enclosed documents and provide any comments you may have within 30 days. Please do not hesitate to call me at 801-975-4923 or email me at eskinner@utah.gov if you have any questions or need additional information.

Sincerely,

A handwritten signature in black ink, appearing to read 'Betsy Skinner', with a long horizontal flourish extending to the right.

Betsy Skinner
Regional NEPA/NHPA Specialist

pc: Dr. Melvin Brewster, Director, Tribal Historic Preservation Office



State of Utah

OLENE S. WALKER
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GAYLE McKEACHNIE
Lieutenant Governor

DEPARTMENT OF TRANSPORTATION

JOHN R. NJORD, P.E.
Executive Director

CARLOS M. BRACERAS, P.E.
Deputy Director

September 23, 2004

Nancy Murillo, Chairwoman
Shoshone-Bannock Tribes
Fort Hall Business Council
306 Pima Drive
Fort Hall, ID 83202-0306

RE: UDOT Project No. SP-0151(1)0: 11400 South EIS Project, Salt Lake County, Utah. Final Determination of Eligibility, Finding of Effect, and Proposed Mitigation Measures.

Dear Ms. Murillo:

The Federal Highway Administration (FHWA) and the Utah Department of Transportation, in partnership with the cities of South Jordan, Riverton, Sandy, and Draper, are considering improvements on east-west corridors in the southwest portion of the Salt Lake Valley. FHWA is serving as the lead agency for the Environmental Impact Statement (EIS) that is currently being prepared. The study area for the EIS extends from 700 East to Bangerter Highway, and from 10600/10400 South to 12300/12600 South. The purpose of the project is to maintain, protect, and improve the quality of life by improving mobility and providing transportation infrastructure to support economic development within the study area through the year 2030. Four build alternatives and the no-build alternative have been carried through the EIS for detailed analysis. A Preferred Alternative will be recommended in the Final EIS.

Identification and evaluation efforts for the cultural and paleontological resources have been ongoing for the past year. In response to the letter from LaRae Buckskin to FHWA, dated July 29, 2003, we are sending you a copy of the final archaeological survey report and site forms. If you are interested in receiving a copy of the architectural survey report of historic-period buildings, please let us know and we will be happy to provide it.

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Nancy Murillo, letter
September 23, 2004
Page 2

Please review the enclosed documents and provide any comments you may have within 30 days. Please do not hesitate to call me at 801-975-4923 or email me at eskinner@utah.gov if you have any questions or need additional information.

Sincerely,

A handwritten signature in dark ink, appearing to read 'Betsy Skinner', followed by a long horizontal flourish.

Betsy Skinner
Regional NEPA/NHPA Specialist

pc: Carolyn Smith, Cultural Resource Coordinator



State of Utah

OLENE S. WALKER
Governor

GAYLE McKEACHNIE
Lieutenant Governor

DEPARTMENT OF TRANSPORTATION

JOHN R. NJORD, P.E.
Executive Director

CARLOS M. BRACERAS, P.E.
Deputy Director

September 23, 2004

Mr. Joey Clegg
South Jordan Historical Society
9176 South 300 West, Suite 18
Sandy, UT 84070

RE: UDOT Project No. SP-0151(1)0: 11400 South EIS Project, Salt Lake County, Utah. Final Determination of Eligibility, Finding of Effect, and Proposed Mitigation Measures.

Dear Mr. Clegg:

The Federal Highway Administration (FHWA) and the Utah Department of Transportation, in partnership with the cities of South Jordan, Riverton, Sandy, and Draper, are considering improvements on east-west corridors in the southwest portion of the Salt Lake Valley. FHWA is serving as the lead agency for the Environmental Impact Statement (EIS) that is currently being prepared. The study area for the EIS extends from 700 East to Bangerter Highway, and from 10600/10400 South to 12300/12600 South. The purpose of the project is to maintain, protect, and improve the quality of life by improving mobility and providing transportation infrastructure to support economic development within the study area through the year 2030. Four build alternatives and the no-build alternative have been carried through the EIS for detailed analysis. A Preferred Alternative will be recommended in the Final EIS.

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Joey Clegg, letter
September 23, 2004
Page 2

provided an opportunity to express their views on resolving adverse effects, and a memorandum of agreement (MOA) will be executed. The FHWA and the UDOT will continue working with SHPO, the Riverton Historical Society, the South Jordan Historical Society, Sandy CLG, and the Draper Historic Preservation Commission to develop further measures to avoid, minimize, or mitigate adverse effects on historic properties. Mitigation measures will make efforts to be compatible with the cities' historic preservation goals, be meaningful to the community, and provide benefits that are an asset to the community. The MOA will also include stipulations for planning for discovery and monitoring, review of implementation, and measures for dispute resolution, and include provisions specific to the Utah Native American Grave Protection and Repatriation Act (UNAGPRA). Stipulations of the MOA will reflect the consultation process between the participating agencies and consulting parties.

Please review the enclosed documents and provide any comments you may have within 30 days. We will be contacting you in the near future to set up a meeting to discuss specific mitigation measures for the MOA. Please do not hesitate to call me at 801-975-4923 or email me at eskinner@utah.gov if you have any questions or need additional information.

Sincerely,

A handwritten signature in black ink, appearing to read 'Betsy Skinner', with a long horizontal flourish extending to the right.

Betsy Skinner
Regional NEPA/NHPA Specialist



State of Utah

OLENE S. WALKER
Governor

GAYLE McKEACHNIE
Lieutenant Governor

DEPARTMENT OF TRANSPORTATION

JOHN R. NJORD, P.E.
Executive Director

CARLOS M. BRACERAS, P.E.
Deputy Director

September 23, 2004

Mr. Brian McCuiston
Sandy CLG
Sandy Community Development Department
10000 Centennial Parkway, Suite 210
Sandy, UT 84070

RE: UDOT Project No. SP-0151(1)0: 11400 South EIS Project, Salt Lake County, Utah. Final Determination of Eligibility, Finding of Effect, and Proposed Mitigation Measures.

Dear Mr. McCuiston:

The Federal Highway Administration (FHWA) and the Utah Department of Transportation, in partnership with the cities of South Jordan, Riverton, Sandy, and Draper, are considering improvements on east-west corridors in the southwest portion of the Salt Lake Valley. FHWA is serving as the lead agency for the Environmental Impact Statement (EIS) that is currently being prepared. The study area for the EIS extends from 700 East to Bangerter Highway, and from 10600/10400 South to 12300/12600 South. The purpose of the project is to maintain, protect, and improve the quality of life by improving mobility and providing transportation infrastructure to support economic development within the study area through the year 2030. Four build alternatives and the no-build alternative have been carried through the EIS for detailed analysis. A Preferred Alternative will be recommended in the Final EIS.

Identification and evaluation efforts for the cultural and paleontological resources have been ongoing for the past year, as has consultation with the Sandy City CLG. The enclosed reports, entitled *11400 South EIS Project, Salt Lake County, Utah: Results of an Intensive Archaeological Survey*, by Gordon Tucker, and *11400 South EIS Project, Salt Lake County, Utah: Results of a Selective Reconnaissance Architectural Survey*, by Robert Mutaw and Christine Wiltberger, document the results of these efforts. Also enclosed is a copy of the letter that is being sent to the office of the State Historic Preservation Officer (SHPO) requesting concurrence on the final determinations of eligibility, finding of effect, and proposed mitigation.

Brian McCuiston, letter
September 23, 2004
Page 2

Pursuant to 36 CFR §800.6, the FHWA and the UDOT will take measures to resolve adverse effects. Consultation will continue with the SHPO and other consulting parties, the Council will be notified of the adverse effect finding, the public will be notified and provided an opportunity to express their views on resolving adverse effects, and a memorandum of agreement (MOA) will be executed. The FHWA and the UDOT will continue working with SHPO, the Riverton Historical Society, the South Jordan Historical Society, Sandy CLG, and the Draper Historic Preservation Commission to develop further measures to avoid, minimize, or mitigate adverse effects on historic properties. Mitigation measures will make efforts to be compatible with the cities' historic preservation goals, be meaningful to the community, and provide benefits that are an asset to the community. The MOA will also include stipulations for planning for discovery and monitoring, review of implementation, and measures for dispute resolution, and include provisions specific to the Utah Native American Grave Protection and Repatriation Act (UNAGPRA). Stipulations of the MOA will reflect the consultation process between the participating agencies and consulting parties.

Please review the enclosed documents and provide any comments you may have within 30 days. We will be contacting you in the near future to set up a meeting to discuss specific mitigation measures for the MOA. Please do not hesitate to call me at 801-975-4923 or email me at eskinner@utah.gov if you have any questions or need additional information.

Sincerely,

A handwritten signature in black ink, appearing to read 'Betsy Skinner', with a long, horizontal, wavy line extending from the end of the signature.

Betsy Skinner
Regional NEPA/NHPA Specialist



State of Utah

Department of
Natural Resources

ROBERT L. MORGAN
Executive Director

Division of
Parks & Recreation

MARY L. TULLIUS
Division Director

OLENE S. WALKER
Governor

GAYLE F. McKEACHNIE
Lieutenant Governor

September 28, 2004

Mr. Joe Kammerer, Project Manager
UDOT, Region 2
2010 South 2760 West
Salt Lake City, UT 84104-4592

**Re: Park and Recreational Resources Along the Jordan River Parkway
in the 114th South EIS/Section 4(f) Study Area—State Parks
Comments**

Dear Mr. Kammerer:

This responds to your letter dated September 24, 2004, to the Utah Division of Parks and Recreation, Department of Natural Resources regarding the Section 4(f) evaluation being conducted in connection with the 11400 South EIS. This letter supplements an earlier letter to UDOT from State Parks dated July 20, 2004, and essentially confirms several earlier meetings and discussions we have had with you and your staff over the last several months on this subject.

With regard to the questions in your September 24th letter, the Division's responses follow. These responses are based on the factual description of the highway facilities that would cross the Jordan River Parkway at 114th South Study Area as presented in the September 24th letter.

Multiple Use Management/Significant Resources

The Division is a multiple-use agency, pursuant to statute (Title 63-11-17 (3), UCA, as amended). We manage the lands along the Jordan River corridor for multiple uses, as appropriate. On numerous occasions and at numerous locations along the Jordan River Parkway, the Division has permitted multiple uses such as pump stations, water and sewer lines, buried and above-ground utility lines, bridges and roadways, parks, golf courses, trails, and other facilities, including in the 114th South project area. Therefore, the Division does not consider the entire Jordan River corridor to be a Section 4(f) resource.

The Division does, however, consider the Parkway Trail and other developed park and recreational facilities in the Parkway corridor, to be significant recreational resources for Section 4(f) purposes. In the 114th South study area specifically, the Division considers the existing and

planned pedestrian and equestrian trails on the east and west side of the Jordan River to be significant recreation resources. In addition, the Division considers the Jordan River Rotary Park at 123rd South, the River Front Park at 110th South, and the Midas Pond fishing area at 112th South to be significant recreation resources. (The Division defers to the Utah Reclamation Mitigation and Conservation Commission ("URMCC") as to whether the federally-owned lands managed by the URMCC at 106th South and 123rd South are Section 4(f) resources, and as to the significance or scope of any impacts to those resources.)

The remaining state-owned land in the river corridor, that is within the study area but not within one of these developed or planned trails or parks, is considered general open space and not a significant park or recreational resource for Section 4(f) purposes. With regard to the trails in the study area, the Division considers the width of the section 4(f) trail resource to be 12' except where there are rest area/kiosk nodes, in which case the size of the recreation resource corresponds to the size of the node. Landscaped buffers on both sides of the trail/path are a minimum of five feet. The Division is not aware of any existing or planned trail nodes that would be affected by any of the proposed roadway improvements under any of the EIS alternatives.

Characterization of Impacts

Trail Crossings--The Division considers the impacts to the Parkway Trail from widening of the bridges at 106th South and 123rd South (including temporary short-term trail closures/reroutes that might be required during construction) to be insignificant, as long as the existing trails that pass under the bridges would continue to be safe, convenient and accommodated, as is planned.

The new crossing at 114th South is also not considered to be a significant impact, so long as the existing and planned near-river trails in this area are safe, convenient and accommodated. Based on the conceptual crossing design included in your September 24th letter, the crossing would adequately accommodate the existing trails on the west side by relocating them a short distance to the east to pass under the bridge, and the planned trail on the east side by leaving room for it to pass under the bridge. In addition, a footbridge would be included that would connect the trails on the east and west sides of the river, and would include ramps that would allow access to the trail system by pedestrians and bicyclists from 114th South. This would create improved access to the trail and Parkway, particularly from the east side where there is currently no public access. The road would create noise and visual impacts that are not currently experienced by trail users in this area, but the Division does not believe this would significantly impact the trail or Parkway or affect the amount or nature of leisure use.

As indicated in the Division's earlier letter to UDOT, road crossings and bridges have been an anticipated aspect of the Parkway since the 1970s, and an eventual crossing at 114th South has been recognized for several decades. So long as the crossing is appropriately designed, in consultation with the Division and with Draper and South Jordan, the Division does not consider the crossing to be inconsistent with plans for the Parkway. The conceptual design that you provided to us with your letter is such a design, and in fact it would enhance public access to the Parkway, resulting in a net benefit.

The Division typically requires that when state-owned property in the Parkway is used for a multiple use, like the 114th South crossing, an approximately equal amount of land should be conveyed to the Division to offset that conversion of use. If the 114th South crossing is built, and UDOT finances the trail relocations, the footbridge, ramps, trail connections, and landscaping that will improve access to the Parkway, the Division will consider reducing or eliminating the need to convey replacement land to the Division.

Park Impacts--The Division understands that widening of the roadway at 123rd South would require use and conversion of a 0.3 acre strip of the Jordan River Rotary Park and cause increased noise and safety issues at the Park, potentially interfering with planned recreational facilities. The Division further understands that Draper City, which now owns and manages the Park, would consider that use to be a significant impact that is inconsistent with the Park's plan. This assessment appears reasonable and the Division defers to Draper City on the significance of this impact.

If you have any questions, please contact us. I have shared this letter with our Executive Staff and Mr. Lyle Bennett, our federal grants coordinator for trails grants and Land & Water Conservation Fund projects. They concur with my recommendations and comments.

Respectfully Submitted,



Tharold E. Green, Jr., AICP, Realty and Management

cc: Mary Tullius, Director
Gordon Topham, Deputy Director, Operations and Planning
Steve Roberts, Deputy Director, Administration and Grants



WASATCH FRONT REGIONAL COUNCIL

295 North Jimmy Doolittle Road • Salt Lake City, Utah 84116 • www.wfrc.org
Phone Salt Lake: 801.363.4250 • Fax: 801.363.4230 • Phone Ogden: 801.773.5559

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George Garwood
Utah League of Cities & Towns

Robert Grow
Utah

October 4, 2004

Mr. Joe Kammerer
Project Manager
Utah Department of Transportation
2010 South 2760 West
Salt Lake City, Utah 84104-4592

Subject: 11400 South EIS, Air-Quality Conformity Analysis of Alternative 4

Dear Mr. Kammerer:

This letter is to confirm that 11400 South EIS project Alternative 4 is included in the Wasatch Front Urban Area Long Range Transportation Plan: 2004-2030. The conformity analysis on the Plan was completed by the Wasatch Front Regional Council, as the Metropolitan Planning Organization for the region, and submitted to the Federal Highway Administration and Federal Transit Administration for their concurrence. The Federal agencies issued the attached Conformity Finding letter, dated January 20, 2004.

The 11400 South EIS Alternative 4 as identified in the Long Range Transportation Plan includes:

- a. An interchange at 11400 South and I-15,
- b. Widening of 11400 South from 700 East to I-15.
- c. Widening and New Construction of 11400 South from I-15 to Redwood Road (which includes a new crossing of the Jordan River), and
- d. Widening of 11400 South from Redwood Road to Bangerter Highway

Other elements of Alternative 4 are not considered regionally significant and therefore not specifically included in the Long Range Plan. These elements include: widening 10600 South to six lanes from Jordan Gateway to River Front Parkway (approximately 2080 feet); intersection improvements on Jordan Gateway at 10600 South, 11400 South and 12300 South; and modifications to I-15 interchange at 10600 South - triple left SB to EB.

As you complete the 11400 South EIS please contact me with any questions or concerns regarding the Long Range Transportation Plan and or air quality conformity, at (801) 363-4250 or nhacker@wfrc.org.

Sincerely,

Ned E. Hacker
Project Coordinator

Attachment: USDOT; FHWA and FTA Conformity Finding, January 20, 2004



Federal Transit Administration
216 16th Street, Suite 650
Denver, CO 80202-5120

Federal Highway Administration
2520 West 4700 South, Suite 9A
Taylorsville, UT 84118-1847

January 20, 2004

Mr. Charles Chappell, Executive Director
Wasatch Front Regional Council
295 North Jimmy Doolittle Road
Salt Lake City, UT 84097

Subject: Conformity Finding for the Salt Lake and Ogden/Layton Urbanized Areas
2004-2030 Long-Range Transportation Plan and Amended 2004-2008
Transportation Improvement Program

Dear Mr. Chappell:

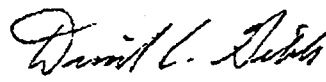
In accordance with the Clean Air Act of 1990, as amended, conformity findings of the transportation plans and programs in non-attainment and maintenance areas are required of the U.S. Department of Transportation. Based on our evaluation of the Wasatch Front Regional Council's conformity determination, made in its capacity as the Metropolitan Planning Organization for the Salt Lake and Ogden/Layton urbanized areas, and in coordination with the U.S. Environmental Protection Agency (EPA), the Utah Department of Transportation (UDOT), the Utah Transit Authority (UTA), and the Utah Department of Environmental Quality (UDEQ), we have concluded that the requirements of the EPA's conformity regulation have been met for the Davis County, the Salt Lake County, the Ogden City, and the Salt Lake City non-attainment and maintenance areas.

Accordingly, a conformity finding for the subject Long-Range Transportation Plan and the amended 2004-2008 Transportation Improvement Program, is hereby jointly made by the Federal Transit Administration and the Federal Highway Administration.

This conformity finding remains in effect until such time as a new finding is required, either by new regulatory requirements, major revision of transportation plans or programs, or a revision to the State Implementation Plan.

Sincerely,


Lee O. Waddleton
Regional Administrator
Federal Transit Administration


David C. Gibbs, P.E.
Division Administrator
Federal Highway Administration

cc: John English, UTA
John Njord, UDOT
Dianne Nielson, UDEQ
Robbie Roberts, EPA



U.S. Department
Of Transportation
**Federal Highway
Administration**

Utah Division
2520 West 4700 South, Ste. 9A
Salt Lake City, UT 84118-1847

October 13, 2004

File: SP-0151(1)0

Mr. Don Kilma, Director
Advisory Council on Historic Preservation
Western Office Of Review
12136 West Bayaud Ave., Suite 330
Lakewood, CO 80228

SUBJECT: Project #: SP-0151(1)0
11400 South EIS Project,
Salt Lake County, Utah
Notification of Adverse Effect

Dear Mr. Kilma:

In accordance with 36 CFR Subsection 800.6(a)(1), we are notifying the Council that the subject project will have an adverse effect on historic properties located within the project area. Enclosed is a copy of a letter with attachments dated October 12, 2004, from Dr. Betsy Skinner, Utah Department of Transportation, addressing the project and providing the information required by Section 36 CFR Subsection 800.11 (e).

We have reviewed the forwarded information and concur in the determinations of eligibility and effect and the proposed mitigation. We request the Council's review, comments, and your response as to whether or not you want to participate in the development of the future Memorandum of Agreement (MOA).

Please feel free to contact me at 801-963-0078, extension 235, should you have any questions or need any additional information.

Sincerely yours,

Jeffrey Berna
Environmental Specialist

Enclosure

cc: Betsy Skinner, UDOT, Region 2 w/o enclosure

JBERNA:ds

**BUCKLE UP
AMERICA**



State of Utah

OLENE S. WALKER
Governor

GAYLE McKEACHNIE
Lieutenant Governor

DEPARTMENT OF TRANSPORTATION

JOHN R. NJORD, P.E.
Executive Director

CARLOS M. BRACERAS, P.E.
Deputy Director

October 12, 2004

Mr. David C. Gibbs
Division Administrator
FHWA - Utah Division
2520 West 4700 South, Suite 9A
Salt Lake City, Utah 84118

RE: UDOT Project No. SP-0151(1)0: 11400 South EIS Project, Salt Lake County, Utah. ACHP
Notification of Adverse Effect.

Dear Mr. Gibbs:

The purpose of this letter is to notify the FHWA of the adverse effect the federal-aid project referenced above will have upon historic properties in the project area. Further, in accordance with 36 CFR §800.6(a)(1) and §800.11(e), implementing regulations of the National Historic Preservation Act of 1966, as amended, we request you notify the Advisory Council on Historic Preservation (ACHP) that the project will have an adverse effect on historic properties. Although the Utah SHPO has not yet concurred with the determinations of eligibility and finding of effect, we feel confident that they will do so. The FHWA and the UDOT have met with the SHPO's staff on numerous occasions to review the determinations and findings, and have their verbal concurrence. We will be placing a public notice of adverse effect in the newspapers within the next few days, with a 30-day comment period.

The Federal Highway Administration (FHWA) and the Utah Department of Transportation (UDOT), in partnership with the cities of South Jordan, Riverton, Sandy, and Draper, are considering improvements on east-west corridors in the southwest portion of the Salt Lake Valley. FHWA is serving as the lead agency for the Environmental Impact Statement (EIS) that is currently being prepared. The study area for the EIS extends from 700 East to Bangerter Highway, and from 10600/10400 South to 12300/12600 South. The purpose of the project is to maintain, protect, and improve the quality of life by improving mobility and providing transportation infrastructure to support economic development within the study area through the year 2030. Four build alternatives and the no-build alternative have been carried through the EIS for detailed analysis. The components of each of the build alternatives are presented in Table 1 and Figures 1 and 2. A Preferred Alternative will be recommended in the final EIS.

Table 1. Summary of Improvements by Alternative

Improvement	1	3A	4	7
Widen 10400 S to six lanes from Bangerter Hwy to just west of Redwood Rd	X	X		
Widen 10600 S to six lanes from just west of Redwood Rd to Jordan Gateway	X	X		X
Widen 10600 South to six lanes from River Front Parkway to Jordan Gateway			X	
Widen 12300/12600 S to six lanes from Bangerter Hwy to Lone Peak Pkwy	X	X		
Widen 11400 S from Bangerter Hwy to State Street with a new river crossing and intersection improvements at 11400 S and Bangerter Hwy	X		X	X
Add two-lane I-15 underpass at 11000 S	X	X		
Add two-lane I-15 overpass at 11800 S	X	X		
Modifications to I-15 interchange at 10600 S (triple left southbound to eastbound)	X	X	X	X
Widen State St to six lanes from 12300 S to 11400 S	X			
Widen Jordan Gateway/Lone Peak Pkwy to six lanes from 12300 S to 10600 S		X		X
Add a new interchange with I-15 at 11400 S			X	
Intersection improvements on Jordan Gateway/Lone Peak Pkwy at 10600 S, 11400 S, and 12300 S			X	

Native American consultation was initiated by sending letters requesting information on any historic properties of traditional religious and/or cultural importance and requesting notification of interest in being a consulting party on the project. Letters were sent to the Skull Valley Band of Goshute Indians, Shoshone-Bannock Tribes, Northwestern Band of Shoshone Nation, Confederated Tribes of Goshute Nation, and the Uintah and Ouray Ute Tribes. The Shoshone-Bannock Tribes responded with a request for a copy of the survey report, as well as a copy of the EIS for comment. Although the Skull Valley Goshute Tribe did not respond in writing, they have notified FHWA that they intend to be involved in consultation for all federal projects in the valley. A copy of the archaeological report has been sent to both tribes for review.

Letters requesting information and notification of concerns were sent to the Riverton Historical Society, the Draper Historic Preservation Commission, the Sandy Historic Commission, the South Jordan Historical Society, and the Utah Heritage Foundation. Although no written responses were received, representatives from UDOT and URS (the consultant preparing the EIS) have met with representatives from each group to discuss the project, areas of concern, and possible mitigation measures. Copies of the reports have been sent to all groups and consultation will continue

throughout the project.

Many public meetings have been held on the project, including small group meetings with Chambers of Commerce, residents, city councils, neighborhood groups, elected officials; focus groups; a community input group (Transportation Ideas Exchange [TIE]) comprising residents, business leaders, school district representatives, public works representatives, Utah Transit Authority, and city economic development directors; and a series of public open houses. Although historic resources were identified on maps and information sheets about historic resources were made available at public meetings, very little interest or concern has been expressed by property owners other than questioning what historic designation means in terms of restrictions to them.

An archaeological survey and a selective reconnaissance level survey of buildings were conducted for this project by URS. The archaeological survey included only those open areas on potential alternatives corridors that had not been previously surveyed and focused on three general areas: a large area in the Jordan River Valley, where the highway alternatives will cross; along 11400 South and 11800 South; and areas along the Jordan Gateway/Lone Peak Parkway. A total of 16 land parcels were intensively surveyed, for a total of 258.2 acres. The initial selective reconnaissance survey included only those buildings in the study area that had not been previously documented. Most of the buildings in the study area that were constructed during the historic period (before 1959) have been documented during previous studies. The purpose of the current study was to document the remainder of the historic buildings that had not been previously recorded.

Three new sites and six isolated finds (IFs) were documented during the current archaeological survey. The isolated finds include sun-colored amethyst glass shards, isolated ditch laterals, and an isolated concrete slab foundation. Undocumented segments of five previously recorded linear sites (canals) were documented as well. A total of 34 structures in the APE that had not been previously recorded were documented during the selective reconnaissance level survey. The three new sites and the isolated finds have been determined **not eligible** for listing on the National Register of Historic Places (NRHP). The five linear sites have been previously determined **eligible** for the NRHP. Nine structures have been determined **eligible** for the NRHP, 24 have been determined **not eligible**, and 1 is **out-of-period** (post-1959).

Of the 34 newly recorded structures, only 4 structures are within the roadway corridors that are included in the proposed alternatives that are being carried forward in the EIS. However, 43 of the previously recorded historic properties (2 properties have 2 in-period structures and the Fairbourn Farmsteads Historic District is considered 1 historic property even though it comprises a number of structures) are located within the area of the proposed alternatives for the current project. All 47 properties were re-evaluated for eligibility, using criteria for both residential and commercial structures that were developed for the registration requirements for Multiple Property Submissions for three of the four cities in the 11400 South study area. Each of the properties was compared to the registration requirements and assessed as to whether it met the requirements or not. Thirty-seven of

the re-evaluated properties and the Fairbourn Historic District have been determined **eligible**, and 9 have been determined **not eligible** for the NRHP. Seven linear sites (6 canals and 1 railroad) and 1 canal bridge are also located within the area of the proposed alternatives for the current project. All 8 properties have previously been determined **eligible**.

Table 2 presents the totals for each type of effect on each historic property from each build alternative that is being carried forward in the EIS (effects on each segment of linear sites are counted as 1):

Table 2. Effects on Historic Properties from Each Build Alternative

Effect	Alternative 1	Alternative 3A	Alternative 4	Alternative 7
No Effect	27	42	41	36
No Adverse Effect	26	14	15	20
Adverse Effect	6	3	3	3

Pursuant to 36 CFR §800.6, the FHWA and the UDOT will take measures to resolve adverse effects. Consultation will continue with the SHPO and other consulting parties, the Council will be notified of the adverse effect finding, the public will be notified and provided an opportunity to express their views on resolving adverse effects, and a memorandum of agreement (MOA) will be executed. The FHWA and the UDOT will continue working with the SHPO, the Riverton Historical Society, the South Jordan Historical Society, Sandy Historic Commission, and the Draper Historic Preservation Commission to develop further measures to avoid, minimize, or mitigate adverse effects on historic properties. Mitigation measures will make efforts to be compatible with the cities' historic preservation goals, be meaningful to the community, and provide benefits that are an asset to the community. The MOA will also include stipulations for planning for discovery and monitoring, review of implementation, and measures for dispute resolution, and include provisions specific to the Utah Native American Grave Protection and Repatriation Act (UNAGPRA). Stipulations of the MOA will reflect the consultation process between the participating agencies and consulting parties.

In summary, in consultation with the Utah State Historic Preservation Officer (SHPO), we have found that there are historic properties that may be affected by the undertaking, and have applied the criteria of adverse effect as found in 36 CFR §800.5(a)(1). We have determined that the undertaking will have an adverse effect on historic properties. As indicated by the attached letters, the SHPO has concurred in our determination of eligibility, finding of effect, and proposed mitigation measures.

Please forward a copy of this letter to the ACHP under FHWA cover, and in accordance with 36 CFR §800.6(a)(1) and 800.11(e), please provide the ACHP with the following enclosures:

1. Copies of notification letters sent to Native American tribes (dated July 15, 2003):

David C. Gibbs, letter
October 12, 2004
Page 5

Northwestern Band of Shoshone Nation, Confederated Tribes of Goshute Reservation, Skull Valley Band of Goshute, Shoshone-Bannock Tribes, Northern Ute Indian Tribe. The Shoshone-Bannock Tribes responded with a request for the cultural resource report as well as for a copy of the EIS. The Skull Valley Band of Goshute has verbally requested to be a consulting party.

2. Copies of notification letters sent to the Utah Heritage Foundation, the South Jordan Historical Society, the Riverton Historical Society, the Sandy Historic Commission, and the Draper Historic Preservation Commission (dated July 18, 2003).
3. Minutes of meetings with the South Jordan Historical Society, the Riverton Historical Society, the Draper Historic Preservation Commission, and the Sandy Historic Commission to discuss the project and any concerns.
4. Letter to SHPO on re-evaluation of three historic properties and determination of eligibility of these three properties plus an additional property as a historic district (letter dated December 17, 2003; concurrence by SHPO dated January 29, 2004).
5. Notice of Adverse Effect placed in the two statewide newspapers.
6. Letter of determination of eligibility and finding of effect sent to SHPO on September 22, 2004.
7. Letters to the Skull Valley Band of Goshute, Shoshone-Bannock Tribes, South Jordan Historical Society, Sandy Historic Commission, Riverton Historical Society, and the Draper Historic Preservation Commission requesting review and comment of the cultural resources inventory report (dated September 23, 2004).
8. A copy of the inventory reports: *11400 South EIS Project, Salt Lake County, Utah: Results of an Intensive Archaeological Survey*, by Gordon Tucker, and *11400 South EIS Project, Salt Lake County, Utah: Results of a Selective Reconnaissance Architectural Survey*, by Robert Mutaw and Christine Wiltberger.

An additional copy of all enclosures is included for your files. If you have any questions or need additional information, please do not hesitate to call me at (801) 975-4923.

Sincerely,



Betsy Skinner
Regional NEPA/NHPA Specialist

Enclosures

Resolutions

RESOLUTION

12090301

A RESOLUTION OF THE GOVERNING BODY OF RIVERTON CITY EXPRESSING CONCERN OF UDOT'S PREFERRED ROUTE OF 11400 SOUTH AND AUTHORIZING STAFF TO WRITE A LETTER TO UDOT EXPRESSING RIVERTON CITY'S PREFERRED ALTERNATIVE.

WHEREAS, Riverton City is charged with the responsibility of providing for the health, safety, and welfare of its citizens; and

WHEREAS, UDOT is considering modifications to 11400 South between Redwood Road and I-15 which will impact Riverton City's traffic plans; and

WHEREAS, Riverton City has concerns about Alternative 5 which would cross the Jordan River going west without encroaching Riverton City at any point; and

WHEREAS, Riverton City needs to have access at some point to 11400 South;

THEREFORE, BE IT RESOLVED by the Governing Body of Riverton City that:

1. Staff be directed to write a letter to the officials of UDOT expressing the City's concerns for its current proposal.
2. Such letter also include an alternative which would have 11400 South cross the Jordan River at 11400 South and continue west on the current right-of-way.
3. This resolution shall take effect upon passage.

DATED this 3 day of February, 2004.

J. Mont Egan
Mayor

Attest:

Joan W. Cutler
City Recorder

Special Note:

This resolution is very detrimental to the future tax base of Riverton. It encourages enhanced commercial development along our border in a neighboring city. It was passed by a lame duck council. I remain strongly opposed to the Resolution. J. Mont Egan

Council Member Heaton stated that we need to make a motion directing Staff or whoever to prepare a letter to UDOT expressing our concerns for Alternate 5 for 11400 South. Council Member Easton moved that the City Council is opposed to Alternative No. 5 and that in crossing of the Jordan River area would take place on 11400 South going west on 11400 South and not encroaching Riverton on any street. Council Member Heaton seconded the motion. Council Member Easton stated the City Council opposes Alternative 5 and that we are in favor of 11400 South and having it cross the Jordan River at 11400 South then continuing west on the current right-of-way. Roll Call - All - Aye. Council Member Heaton wanted to get this letter in so it is public record. Council expresses the intent this should be Resolution No. 11-25-03-2.

*Note: In order to be sure all was legal
status re-addressed for proper motion
on 12/5/03.*

Joan W. Lauther



November 26, 2003

Mr. Joe Kammerer
Project Manager
Utah Department of Transportation
2010 South 2760 West
Salt Lake City, UT 84104-4592

RE: *Alternative 5 of the 11400 South EIS Project*

Dear Mr. Kammerer:

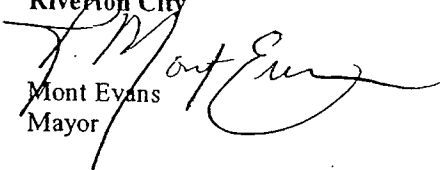
On Tuesday November 25, 2003 the City Council and I had the opportunity to meet with Riverton residents along the proposed 'Alternative 5' of the 11400 South EIS Project. From that meeting, I believe it was very apparent there is strong opposition from both the residents and the Council to any alignment of the 11400 South Project that impacts our residents along the Jordan River. While there is reason to believe that this alternative will not become a preferred alternative through the environmental process, the governing body of Riverton City insists that UDOT, the consultant and technical committee remove this alternative from further consideration. Attached is a copy of Resolution 12-09-03-1 whereby the City Council unanimously voted to support 11400 South as a transportation corridor and to completely remove Alternative 5 from the 11400 South EIS Project.

The City Council supports the 11400 South Project as a needed element to the long-range transportation plan in the southwest valley. However, the Council will only support alternatives along 11400 South where South Jordan has preserved a partial corridor. We believe that there is insufficient merit to the 'Alternative 5' to support it any further. The impacts to wetlands, river corridor and residents, in conjunction with associated costs of this alternative, are tremendous and clearly greater than the impacts of other alternatives. We believe there is no cause to upset our residents any further over this issue.

We appreciate your immediate attention to this matter and hope we can continue to work together through the EIS Project.

Sincerely,

Riverton City


Mont Evans
Mayor

cc: John Njord, P.E. UDOT
Frederick W. Lutze, P.E., City Engineer
Mark Cram, Riverton City Administrator
Riverton City Council
File

RESOLUTION NO. R 2004-08

A RESOLUTION DESIGNATING "ALTERNATIVE 4" OF THE 11400 SOUTH ENVIRONMENTAL IMPACT STATEMENT (EIS) AS THE SOUTH JORDAN CITY COUNCIL'S PREFERRED ALTERNATIVE AS PRESENTED BY THE UTAH DEPARTMENT OF TRANSPORTATION (UDOT), MARCH 30, 2004, IN THE CITY OF SOUTH JORDAN, UTAH.

WHEREAS, UDOT has prepared an EIS to evaluate the 11400 South corridor for transportation purposes, and

WHEREAS, UDOT has forwarded 5 alternatives, including a "No Build" alternative, for addressing the transportation needs established in the EIS, and

WHEREAS, based on analysis of data and public preference, the EIS concludes that Alternative 4 meets the project purpose and need, and

WHEREAS, UDOT has requested that the South Jordan City Council states its Preferred Alternative, and

WHEREAS, the Transportation Element of the South Jordan City General Plan adopted September 21, 2001 designates 11400 South as a 106 foot wide arterial street which conforms to Alternative 4, and

WHEREAS, South Jordan City street design standards for a 106 foot right-of-way now call for a 111 foot design width containing a minimum of four travel lanes and one center lane/median as specified in Alternative 4, and

WHEREAS, 11400 South is one of only two potential major arterial streets within South Jordan which can provide significant east-west access through the City and to I-15, and

WHEREAS, South Jordan City and neighboring communities to the south have vast areas of vacant land planned for residential development which will require east-west access, and

WHEREAS, compared to the other alternatives, Alternative 4 will result in the most efficient travel times, fewest failing intersections and failing I-15 interchanges, and greatest mobility in the study area, and

WHEREAS, compared to the other alternatives, Alternative 4 will result in the fewest dwelling and business relocations, and

WHEREAS, Alternative 4 is the most economical of the alternatives, and

WHEREAS, failure to construct 11400 South according to Alternative 4 will result in additional delays, gridlock and air pollution on existing streets, waste of resources, unacceptable emergency vehicle response times, and in reduced overall convenience and quality of life in the City, and

WHEREAS, implementation of Alternative 4 is mandatory for the future health, safety and welfare of South Jordan City residents, businesses and visitors,

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF SOUTH JORDAN CITY, STATE OF UTAH:

Section 1. Amendment and Adoption. The South Jordan City Council hereby adopts Resolution R2004-08 designating "Alternative 4", attached as "Exhibits A and B", of the 11400 South EIS as the Preferred Alternative for development of the 11400 South corridor with the exception that the 10600 South right-of way (D of Alternative 4) not be widened but that the street may be re-stripped to provide for additional travel and turn lanes.

Section 2. Severability. If any section, clause or portion of this Resolution is declared invalid by a court of competent jurisdiction, the remainder shall not be affected thereby and shall remain in full force and effect.

Section 3. Effective Date. This Resolution shall become effective immediately upon its passage.

PASSED AND ADOPTED BY THE CITY COUNCIL OF SOUTH JORDAN CITY, STATE OF UTAH, ON THIS 6th DAY OF April, 2004.

Voting Record:

	AYE	NAY	ABSTAIN	ABSENT
David W. Colton	X	___	___	___
Ann Gayheart	X	___	___	___
Bradley G. Marlor	X	___	___	___
Mary Wenner	X	___	___	___
Leona Winger	X	___	___	___

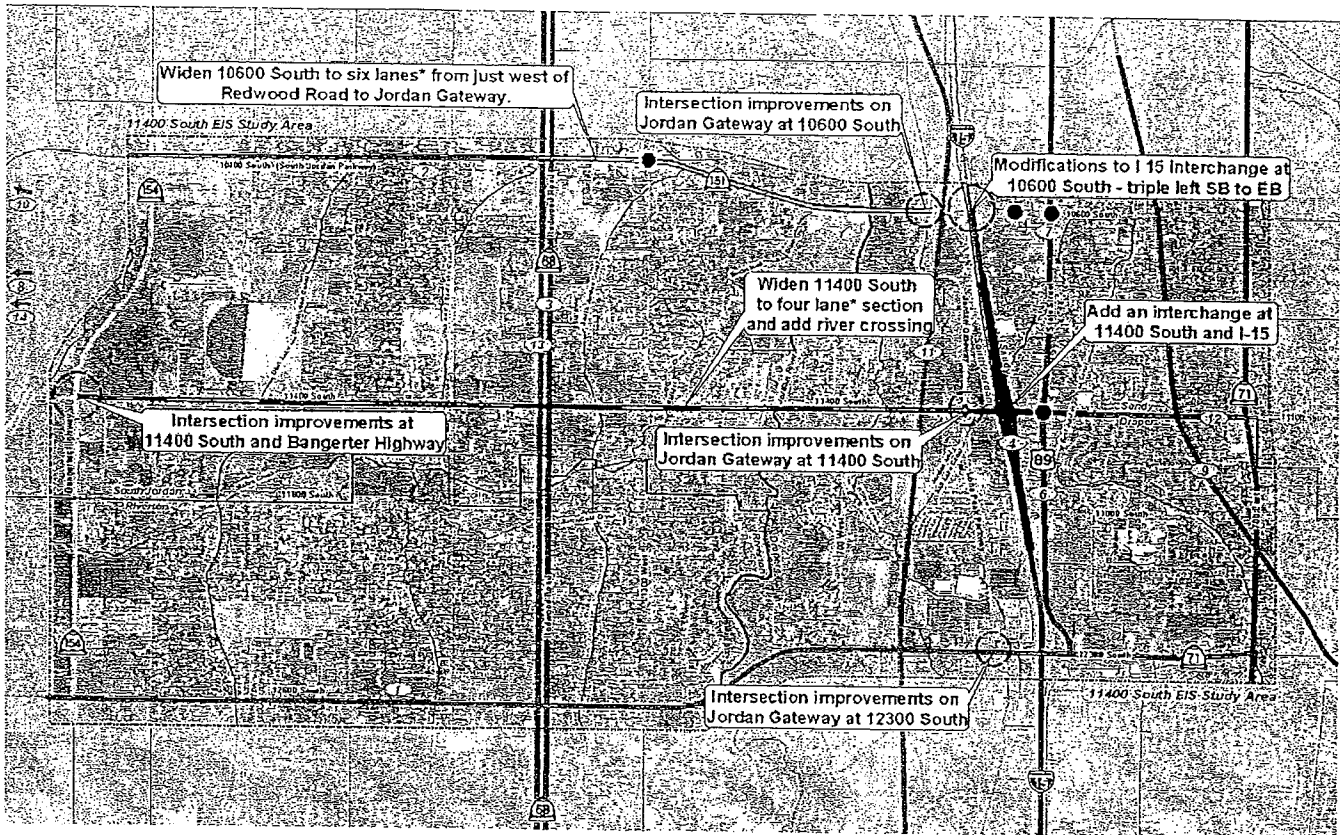
ATTEST:

C. A. Ponzio
CITY RECORDER



William Kent Money
WILLIAM KENT MONEY, MAYOR

Alternative 4



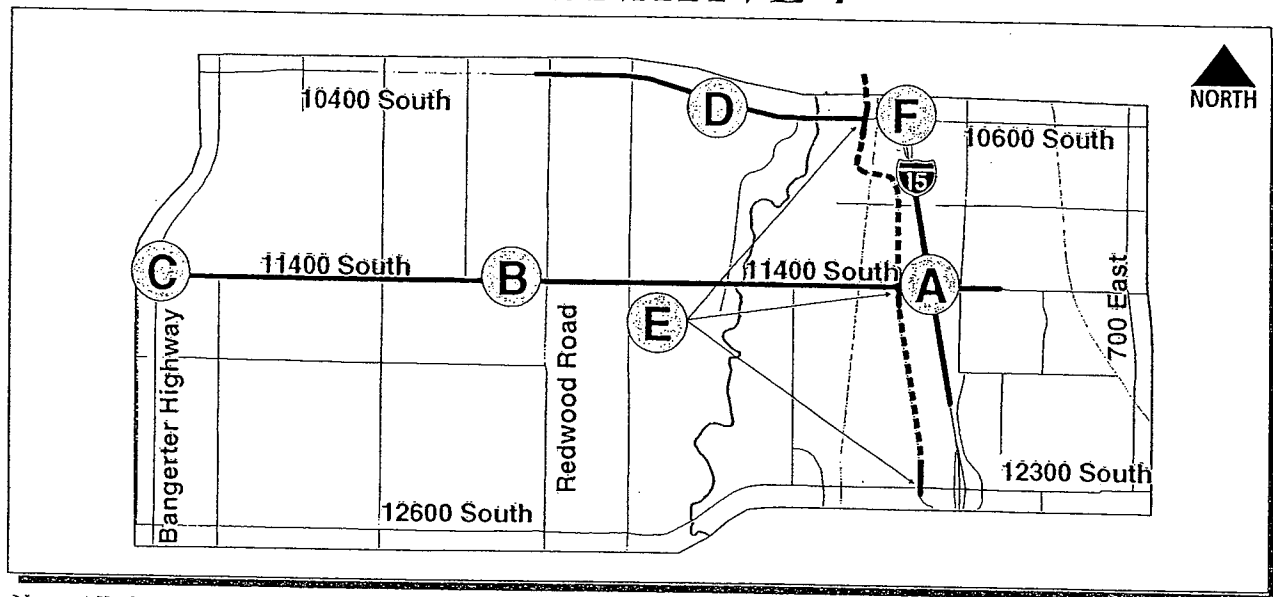
SCREENING ANALYSIS SUMMARY

- \$125 million in estimated costs
- 3 intersections at or over capacity in 2030
- No interchanges at or over capacity in 2030
- No segments of I-15 at or over capacity in 2030
- 33 home relocations
- 2 business relocations
- 18 historic resources would be affected

**ADVANCED FOR DETAILED
ANALYSIS IN EIS**

11400
SOUTH
Environmental Impact Statement

ALTERNATIVE 4



Note: All alternatives incorporate all of the improvements included in the WFR Long Range Plan (see under No Build Alternative)

- A: Add interchange at 11400 South and I-15
- B: Add river crossing at 11400 South and widen to four lane* section
- C: Intersection improvements at 11400 South and Bangerter Highway
- D: Widen 10600 South to six lanes* from just west of Redwood Road to Jordan Gateway
- E: Intersection improvements on Jordan Gateway at 10600 South, 11400 South, and 12300 South
- F: Modifications to I-15 interchange at 10600 South - Triple left SB to EB

* Assumes additional center lane or median

ADVANCED FOR DETAILED ANALYSIS IN EIS

Updated 03/03/04

11400
SOUTH
Environmental Impact Statement



April 26, 2004

Utah Department of Transportation
Approval Authority 114th So. EIS Project
756 East Winchester Street Suite 400
Salt Lake City, Utah 84107

ATTENTION: Joe Kammerer, P.E., Project Manager, UDOT Region 2

The Sandy City Council would like to thank you for your recent presentation outlining design and build alternatives for interchange and related improvements to the I-15 Corridor at 11400 South in Sandy. It has been and continues to be a long and arduous process to complete the necessary studies and approvals for these vitally needed improvements.

Tremendous growth occurring in the southeast portion of the Salt Lake Valley involving Sandy, Draper and areas south and west of I-15 make these improvements critically important to safe and efficient traffic management.

Our City officials and transportation experts request your approval of Alternative #4 which, we feel, constitutes the safest and most efficient traffic design.

Respectfully,

Bryant F. Anderson
Council Chairman

Scott L. Cowdell
Councilman

Steve Fairbanks
Councilman

Don Pott
Councilman

Linda Martinez Saville
Councilwoman

Dennis B. Tenney
Councilman

John B. Winder
Councilman



April 26, 2004

Utah Department of Transportation
Approval Authority 114th So. EIS Project
756 East Winchester Street Suite 400
Salt Lake City, Utah 84107

ATTENTION: Joe Kammerer, P.E., Project Manager, UDOT Region 2

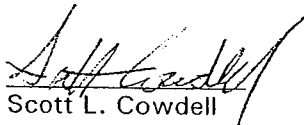
The Sandy City Council would like to thank you for your recent traffic mobility presentation.

Tremendous growth occurring in the southeast portion of the Salt Lake Valley involving Sandy, Draper and areas south and west of I-15 make traffic mobility improvements critically important to safe and efficient traffic management.


We would request a "slip lane" on northbound 106th South. It would be extremely helpful in moving traffic in the most efficient and safe manner possible.

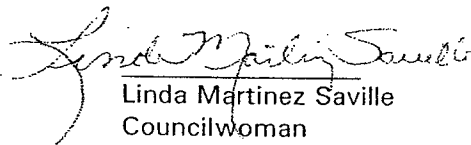
Respectfully,

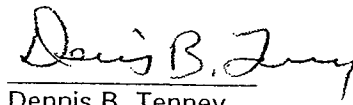

Bryant F. Anderson
Council Chairman

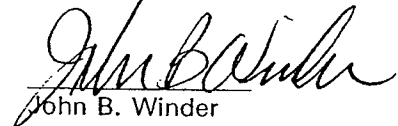

Scott L. Cowdell
Councilman


Steve Fairbanks
Councilman


Don Pott
Councilman


Linda Martinez Saville
Councilwoman


Dennis B. Tenney
Councilman


John B. Winder
Councilman

RESOLUTION NO. 04-36**A RESOLUTION OF THE DRAPER CITY COUNCIL RECOMMENDING TO THE UTAH DEPARTMENT OF TRANSPORTATION A PREFERRED ALTERNATIVE RELATING TO THE ONGOING STUDY BEING CONDUCTED BY UDOT ON TRANSPORTATION ISSUES WITH THE 11400 SOUTH AREA**

WHEREAS, the Utah Department of Transportation, through its contractor, is preparing an environmental impact statement regarding transportation alternatives for an area commonly known as the 11400 South area in Salt Lake County, which area is located partially within Draper City; and

WHEREAS, UDOT's consultant, URS Engineers, has submitted information and made presentations to the Draper City Council regarding the alternatives to address transportation issues in the 11400 South area; and

WHEREAS, the Draper City Council has received and reviewed written materials submitted by citizens in addition to the materials presented by UDOT and URS Engineers regarding the suggested alternatives; and

WHEREAS, the Draper City Council wishes to forward its recommendation to UDOT concerning the proposed alternatives;

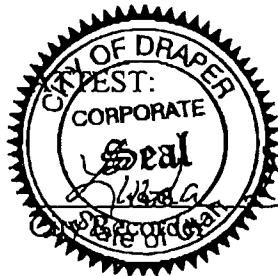
NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF DRAPER CITY, STATE OF UTAH, AS FOLLOWS:

Section 1. Preferred Alternative. The Draper City Council hereby designates Alternative No. 4 from the UDOT 11400 South EIS Project as the preferred alternative, which alternative calls for the construction of a 11400 South interchange at I-15 and the construction of 11400 South from the freeway west to the Bangerter Highway. The Draper City Council sees Alternative No. 4 as an integrated solution, and its support is contingent upon UDOT securing adequate funding to concurrently complete, at a minimum, the projects component from State Street to Redwood Road, including the interchange improvements and the Jordan River crossing.

Section 2. Severability. If any section, part or provision of this Resolution is held invalid or unenforceable, such invalidity or unenforceability shall not affect any other portion of this Resolution, and all sections, parts and provisions of this Resolution shall be severable.

Section 3. Effective Date. This Resolution shall become effective immediately upon its passage.

PASSED AND ADOPTED BY THE CITY COUNCIL OF DRAPER CITY, STATE OF
UTAH, THIS 11TH DAY OF MAY, 2004.



DRAPER CITY

By: David A. Smith
Mayor



SALT LAKE COUNTY COUNCIL

CHAIRMAN STEVE HARMSSEN	AT-LARGE
RANDY HORIUCHI	AT-LARGE
JIM BRADLEY	AT-LARGE
JOE HATCH	DISTRICT #1
MICHAEL H. JENSEN	DISTRICT #2
DAVID A. WILDE	DISTRICT #3
RUSSELL SKOUSEN	DISTRICT #4
CORTLUND ASHTON	DISTRICT #5
MARVIN L. HENDRICKSON	DISTRICT #6

May 18, 2004

Mr. Joe Kammerer
Project Manager
Utah Department of Transportation
2010 South 2760 West
Salt Lake City, Utah 84104-4592

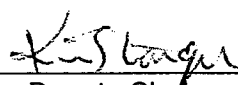
Dear Mr. Kammerer:

The Salt Lake County Council, at its meeting held this day, approved the attached RESOLUTION endorsing Alternative Four of the Environmental Impact Study regarding the reconstruction and realignment of 11400 South.

Respectfully yours,

SALT LAKE COUNTY COUNCIL

SHERRIE SWENSEN, COUNTY CLERK

By 
Deputy Clerk

gg

pc: Council

SALT LAKE COUNTY GOVERNMENT CENTER

2001 SOUTH STATE STREET, SUITE N-2200 • SALT LAKE CITY UTAH 84190-1010 • TEL (801) 468-2930 • FAX (801) 468-3029

122



DISTRICT ATTORNEY

SALT LAKE COUNTY

DAVID E. YOCOM

DISTRICT ATTORNEY



CIVIL DIVISION

Karl Hendrickson
Division Administrator

Mary Ellen Sloan
Assistant Division Administrator

April 26, 2004

Salt Lake County Council
2001 South State Street, N2200
Salt Lake City, Utah 84190-1000

ATTN: Steven Harmsen, Chair

RE: Reconstruction and Realignment of 114th South

Dear Chairman Harmsen:

Enclosed please find a resolution by the County Council of Salt Lake County endorsing its support of Alternative 4 of the Utah Department of Transportation's Environment Impact Study regarding the reconstruction and realignment of 114th South.

This resolution is forwarded for Council action on April 27, 2004.

Sincerely,

KARL L. HENDRICKSON
Civil Division Administrator
(801) 468-2657

Enclosure

SALT LAKE COUNTY RESOLUTION

RESOLUTION NO. _____ May 18, 2004

RECONSTRUCTION AND REALIGNMENT OF 114th SOUTH

The Legislative Body of Salt Lake County resolves as follows:

WHEREAS, the Utah Department of Transportation has prepared an Environmental Impact Statement identifying several alternatives for the reconstruction and realignment of 114th South; and

WHEREAS, the costs and benefits of a number of separate alternatives in the Environmental Impact Statement were presented and evaluated; and

WHEREAS, the alternative identified by the Utah Department of Transportation as Alternative 4, has the following benefits in relation to the other designated alternatives:

1. Preliminary cost estimates establish that Alternative 4 is significantly less expensive than other alternatives.
2. Alternative 4 generates the greatest mobility improvements in area traffic.
3. Based on input from study-area cities, Alternative 4 provides the greatest level of support for economic development activities.
4. Alternative 4 has the lowest number of right-of-way acquisitions and relocations.
5. Alternative 4 has the second-lowest impact on existing wetlands.
6. Alternative 4 has the lowest impact to designated historic properties and recreational resources.
7. Public input overwhelmingly supports Alternative 4 (approximately 3-1) and is overwhelmingly supported by residents in the area immediately adjacent to 114th South.


NOW, THEREFORE, the County Council of Salt Lake County hereby endorses and evidences its support of Alternative 4 of the studied 114th South reconstruction and realignment proposals identified in the Environmental Impact Study performed for the Utah Department of Transportation.

DATED this ^{18th} ~~27th~~ day of ^{May} ~~April~~, 2004.


SALT LAKE COUNTY COUNCIL

By: 
STEVE HARMSSEN H. JENSEN, Chair

ATTEST:


Salt Lake County Clerk

APPROVED AS TO FORM:


Deputy District Attorney
resofu-114south4-26-04-klh

RESOLUTION HISTORY

Councilman Ashton voting	<u>"Aye"</u>
Councilman Bradley voting	<u>"Aye"</u>
Councilman Harmsen voting	<u>"Aye"</u>
Councilman Hatch voting	<u>"Aye"</u>
Councilman Horiuchi voting	<u>"Aye"</u>
Councilman Hendrickson voting	<u>"Aye"</u>
Councilman Jensen voting	<u>"Aye"</u>
Councilman Skousen voting	<u>"Aye"</u>
Councilman Wilde voting	<u>"Aye"</u>

RESOLUTION

Project No. SP-15-7(156)293
11400 South Environmental Impact Statement
Salt Lake County, Utah

WHEREAS, in accordance with State and Federal Law, a Draft Environmental Impact Statement (DEIS) is being prepared to present reasonable transportation improvement alternatives and the environmental consequences of each alternative for the 11400 South EIS Study area that extends from 12300 South/12600 South to 10600 South /10400 South and from Bangerter Highway to 700 East and includes portions of the cities of Draper, Riverton, Sandy, and South Jordan; and,

WHEREAS, the impacts of the five alternatives that have been advanced in the DEIS have been evaluated by the project team and presented to the city councils of the four cities in the study area and the Salt Lake County Council; and,

WHEREAS, the four city councils (Draper, Riverton, Sandy, South Jordan) and the Salt Lake County Council have all passed resolutions supporting Alternative 4 as the Preferred Alternative to be advanced in the DEIS; and,

WHEREAS, the Department has considered public comments and has presented their findings to the Commission regarding the social, economic, environmental and other effects of the proposed project.

NOW THEREFORE, be it resolved that Alternative 4, which consists of providing an interchange at Interstate 15 and 11400 South, widening 11400 South to four lanes with a center turn lane or median from Sate Street to Bangerter Highway with a new crossing of the Jordan River, and widening 10600 South to six lanes with a center turn lane or median from Redwood Road to Jordan Gateway, be adopted as the recommended preferred alternative to be advanced in the DEIS.

DATED on this 27 day of May, 2004.

UTAH TRANSPORTATION COMMISSION

Glenn Brown
Chairman

Heath M. Lofley
Commissioner

Hal M. Lelyden
Commissioner

Jan C. Wells
Commissioner

Bryan X. White
Commissioner

John L. L.
Commissioner

John L. L.
Commissioner

John L. L.
Attest: Secretary to the Commission